

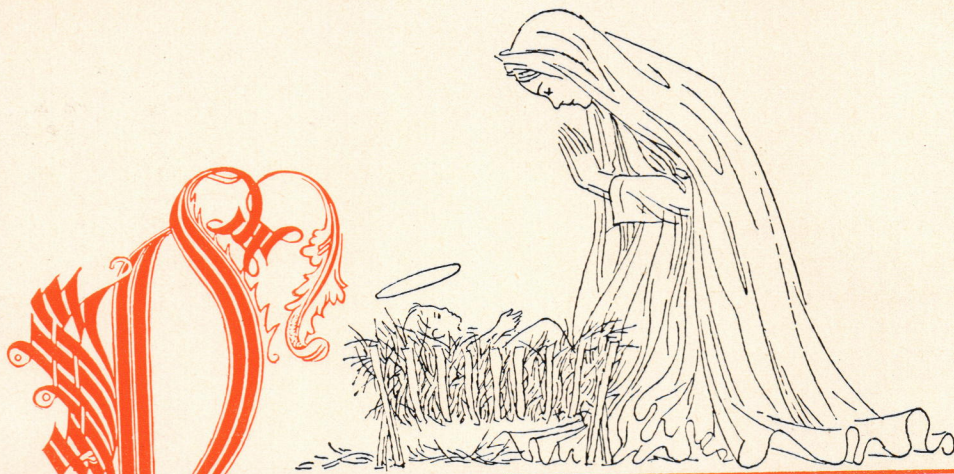
The
TInternational
eamster



DECEMBER 1952



DWIGHT D. EISENHOWER: *Thirty-Fourth President of the United States*



Our Prayer this year is for the fulfillment of man's eternal yearning for peace, a dream which can be realized only when all mankind discovers within itself the true meaning of the Christmas Story.

In bringing you Season's Greetings and best wishes for happiness in the New Year, we do so with the pledge that the full strength and capabilities of the Executive Board will be dedicated in the coming months to the International Brotherhood's efforts in building greater security and dignity for you and your family.

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First Vice President

JOHN J. CONLIN
Second Vice President

EDWARD CRUMBOCK
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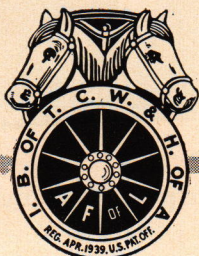
EINAR MOHN
Eleventh Vice President

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PAUL D. JONES
Trustee

JOHN BACKHUS
Trustee

The International Teamster



DAVE BECK • Editor

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A Mammoth Job

Dwight D. Eisenhower, whose place in history already is secure, will set out on an even greater venture of national service next January 20.

As thirty-fourth President of the United States, he will be the spokesman and leader not only of Americans, but of all the free peoples of the world.

General Eisenhower has a gift of leadership which equips him well for the job ahead. He already enjoys the respect and admiration of the Free World for his wartime service.

If any American can succeed in leading the world to peace, General Eisenhower can. The prayers of this Union's leaders and members will be with him.

GENERAL EXECUTIVE BOARD

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LETTER

from General President
DAVE BECK



STATEMENT OF POLICY

To the Membership:

I am mindful of the great honor paid me by the membership in electing me General President and I approach the duties of this office with a feeling of deep humility and grave responsibility. In discharging the duties of this office I shall depend at all times on complete cooperation—cooperation at all levels of the Teamster organization from the General Executive Board down to every local president and secretary of every local union.

WE MUST PROTECT OUR JURISDICTION

Protection of our jurisdiction, organizational advances in all our fields of jurisdiction, education and promotion of the aims and work of our union are top priority objectives.

And these can be realized only if we work as a great team, utilizing our resources of money and manpower to carry them forward. In doing this we will have to spend more money to develop our organization.

STATISTICAL WORK IMPORTANT

This will require in addition to a strong corps of organizers the development of a central economic and statistical service and a national public relations and promotional department. In these days in which we are dealing with complex problems of industry and in which we must understand the problems of economic developments, contract negotiations, Government relations, and the changing character of industry, we must have at first hand immediately available top-flight economic and statistical experts. Such a service is an absolute essential to an organization like the International Brotherhood of Teamsters which must keep pace with the varied operations of industry, including processing, transportation and distribution.

WILL PROMOTE UNION LABEL

We are interested in maintaining good relations with our employers with whom we have contracts and with the business community generally. In this connection we expect to convey to it and to the public generally the story of the tremendous wealth of purchasing power which organized labor possesses. We have been strong promoters of the union label in the past. We have indorsed and supported the union labels of all crafts and have been most conscientious in insisting that our members respect the labels of their sister unions. We feel, likewise, that our fellow union members in all other organizations should respect our union service shop card and the label on goods which our members process.

**MATCHING FUNDS
SUBSTANTIAL AID**

With our increase of per capita tax we will be able to develop our organizational programs more effectively. We have found that matching programs between the International Union and local unions or trade divisions have worked well and we expect to step up such programs. We hope in our organization work that this type of program will make it unnecessary to add substantially to our organizing staff by the International. We will carefully survey the work of every organizer and of progress in their districts.

**STRIKES ARE
A "LAST RESORT"**

We hope to advance our objectives without strike action. The strike as an economic weapon should be our last resort. I believe that the relationship of labor and management is such that in our maturity of understanding and viewpoint practically every difference of opinion can be settled without a strike. I would say, and say most emphatically, that the Teamsters will not, and no labor union should, give up its right to strike. But I do say that in most cases strike action should not be necessary and should be used only as a very last resort.

**WILL ESTABLISH
TRADE DIVISIONS**

During the past four years we have instituted and have been carrying forward our work through national conferences or trade divisions of the various jurisdictions. We have developed through the trade division techniques and procedures, ways and means of protecting our jurisdiction and of greatly expanding our organization. The success of this procedure will be greatly augmented through the establishment of a separate department head at the international level of every single trade division. That department head will be responsible to the General President for carrying on the work of his jurisdiction.

**SEEK PEACE IN
LABOR RELATIONS**

We will exert every effort to keep jurisdictional disputes to a minimum. We will make an immediate study of all jurisdictional disputes in which any Teamster local may be involved and if possible develop a settlement at the earliest opportunity. We must recognize the necessity of give-and-take in this field and the usefulness of honest compromise. Prolonged jurisdictional disputes can impair and injure not only the Teamsters but the entire labor movement and I sincerely hope that Teamsters can do their part in minimizing this area of friction.

**WILL WORK WITH
SISTER UNIONS**

We have a real opportunity and challenge in working with trades and callings related to our own. In some of these we will find problems of organization and in others problems of relationships and jurisdiction. I am referring particularly to our work with the building and construction trades in which many of our people are employed and to the water front workers among whom intensive organizational efforts are being made. We have good working relations with the bakery workers and with others whose occupations bring them in direct connection and cooperation with the Teamsters.

**MUST INFORM
PUBLIC OF NEEDS**

We must develop a strong program of public relations which will help not only the Teamsters but which will be of great assistance to the entire organized labor movement.

This is an age in which public relations play an important role in business, Government, trade associations and education. Organized labor cannot afford to overlook the usefulness and value of a public relations program.

**WILL STUDY
WELFARE WORK**

We hope to institute a study in welfare and insurance programs and problems. No one program will provide the answer and so we are approaching this challenge with an

open mind. We hope to make detailed studies and surveys which will reveal to us the general problem we face and the recommendations we must consider in order to make appropriate provision therefor. In this work we will study and evaluate plans and programs already in action.

**WAREHOUSE FIELD
SURVEY SUBJECT**

The field of warehouse work is one of the most challenging in the entire Teamster movement. We will make a survey of this field in the United States and Canada and

hope to bring a measure of cooperation and coordination between Teamsters who handle the goods inside storehouses, yards, warehouses, etc., and drivers who haul to and from these locations.

**RETIREMENT PLANS
TO BE DEVELOPED**

We hope to develop retirement and welfare programs in behalf of joint council and local union employees. Some of our locals and joint councils already have progressive

welfare and retirement programs. These studies will be on a possible national operation and for the purpose of intelligent analysis in the interval of the 1957 convention.

**TRUCK CHECK
TO BE CONTINUED**

Our national truck checking program will be continued and expanded to other crafts and we hope that the 1953 check will be the best we will have had. We are going to

set up a preliminary planning session so that most of the details can be worked out before we call representatives into a general meeting on the truck check.

**TO AID LOCALS IN
BUILDING WORK**

We hope to survey the field of industrial centers in which we have strong joint councils and local unions. We hope through analysis to develop factual data enabling your

joint councils primarily to sponsor constuction programs whereby locals and joint councils can build headquarters buildings and where possible to have what might be "one-stop" service for Teamsters—coordinated programs all under one roof, preferably under sponsorship of the joint councils. The International will be prepared to aid financially in loans to unions unable to meet the immediate commitments. To have a strong International Union, we must have strong local unions and we feel that improved quarters in many cases will be of material advantage. We will be able to assist in advising in the latest design, engineering and planning of proposed headquarters units.

**WILL CONCENTRATE
ON ECONOMICS**

As part of the general belief we hold in the competitive system, we hope to exert some influence on the economic rather than on the political front. We will, of course, keep an eye on legislative action at both the state and Federal levels and will be prepared to advise the membership on its rights and duties under these programs. We will not enter into active political affairs unless it is necessary to protect our people in their contract, bargaining and employment rights.

**HOPES TO BUILD
INDUSTRY ACCORD**

I have always been a strong believer in cooperation with the motor trucking industry and all industries employing our members and in the months and years to come I hope to see this cooperation grow and increase. We expect to be firm and fair in our position, but we hope to align our members with the interest of our employers. In this direction, we hope to counter some of the vicious propaganda of the railroad industry and its banking associates. We hope to have a national program of cooperation at every level, starting with the grass roots and extending throughout the entire industry. We hope to educate our members as trucking industry employees as to the truth of the railroad-trucking fight and shall expect our people to do their part as employees of the vital motor transport industry.

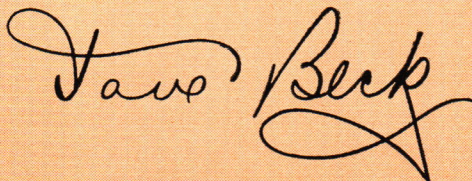
**UNION SHOULD
AID CIVIC WORK**

We will advocate continuously that our local unions develop the closest possible relations with civic affairs and movements in their communities. This will mean working with the Red Cross, Civil Defense, Blood Programs, Community Chest and various other humanitarian drives. We will share our responsibility in these endeavors, doing our part financially, physically and morally.

Headquarters will be established as soon as possible at Washington, D. C., moved from Indianapolis. We will rent, buy or build now. Trade Division headquarters, statistical, publicity, etc., will be functioning soon in Washington. Seattle will also have a national office and staff.

The basis of our strength as a great union is the strength and vitality of our membership at the local level. Upon this base we build our progress and I hope that we will be able to develop a continuous close working relationship between the locals, joint councils, trade divisions and the International. I look forward to receiving the assistance which I know my fellow Teamsters will extend in the busy times ahead.

Fraternally,

A handwritten signature in dark ink, reading "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

General President.

A Pioneer Passes

*William Green, a Miner's Son, Won the Respect of Worker
And Tycoon Alike in His Ardent Crusade for Average Person*

THE DEATH of President William Green of the American Federation of Labor takes from the ranks of labor one of its most articulate spokesmen and one of its greatest leaders.

William Green won his deserved eminence in labor and public affairs through leading a life dedicated to the welfare of the working man. He began life humbly as the son of an emigrant coal miner from England and worked digging coal himself for many years.

Seeing the injustice of many mining practices William Green determined to do something about it. He did not let the lack of a formal education deter him. He studied and educated himself and won the respect of his fellow workers. From selection at 18 as local union secretary he progressed steadily in his union, the United Mine Workers of America, through the presidency of the subdistrict and then the district and became an international officer and then the union's secretary-treasurer.

Mr. Green made contributions through his service in the Ohio State Senate as author of the workmen's compensation law and other measures which were adopted in other states. A gifted speaker he was always ready to serve labor espousing the cause of the working man from a wide variety of public platforms.

An advocate of labor unity Mr. Green was always ready to effect unity in the ranks of labor and one of the great wishes of his life was for a reunion of all the segments of labor back into the Federation.

During the last five years Mr. Green had devoted much time and

As AFL spokesman Mr. Green bore a great burden of work with constant demands being made on his time to speak, attend hearings, appear at meetings, participate in discussions and the like. His willingness to give of himself in the cause of labor undoubtedly hastened his passing.

The 28 years of Mr. Green's tenure as head of the AFL have seen many changes and advances in the status of the American working man and the leadership of the Coshocton coal miner has been no small factor in bringing to reality many of these changes. Mr. Green saw the economic dislocation after World War I and led the drive against labor injunctions and "yellow dog" contracts. He was an outspoken leader for the shorter working day and the shorter working week and an increase in real wages for the worker.

Mr. Green was a strong patriot and served with distinction in World War

II in the leadership of labor and in advising Congress and the President.

No one can say that William Green did not fight the good fight of labor or that he did not keep the faith. He fought the good fight in full measure and his faith will be an enduring inspiration to those who work in the cause of working people everywhere.



study to ways and means of repealing the Taft-Hartley law and in his report to the AFL convention he spoke out courageously against the iniquitous act. He had always been an uncompromising foe of communism and had always been in the forefront of the forces of democracy and had opposed tyranny and totalitarianism in any form—communism, fascism, nazism.

The New AFL Leaders

George Meany and William F. Schnitzler Will Give Federation a Forceful and Far-Sighted Administration

GEORGE MEANY, a former plumber and a trade unionist in the Gompers tradition, will give the American Federation of Labor able and aggressive leadership.

His selection by the AFL Executive Council to succeed William Green was unanimous. Members of the Council were familiar with Meany's forceful leadership and administrative capabilities. In recent years, he had borne a growing share of the burden of steering the eight-million-member Federation.

Meany was born in New York City in 1894, the son of an active trade unionist. He attended public schools in New York and became an apprentice plumber. His first union office was attained in 1922, when he was elected business representative of Plumbers' Local No. 463.

His record as a zealous trade union leader won him election in 1934 to presidency of the New York State Federation of Labor. Meany held that post until 1940, when he was named to succeed the late Frank Morrison as secretary-treasurer of the AFL.

Meany's successor as secretary-treasurer is William F. Schnitzler, president of the Bakery and Confectionery Workers' International Union. At 48, Schnitzler already has won national attention as a vigorous and effective labor spokesman. He is a native of Newark, N. J., and a former cake baker.

Schnitzler was elevated to head of the Bakers' Union two and a half years ago on the retirement of Herman Winter. The union's conven-



Teamster President Emeritus Daniel J. Tobin, a member of the AFL Executive Council, congratulates George Meany on his selection to be fourth AFL president.

tion elected him to a five-year term last year.

Both Meany and Schnitzler have been in the forefront of the AFL's continuing fight against Communism

and the evils which make the ground fertile for its growth. They are known as fighters for the average worker, and as men who respect the rights and problems of management.

The decision of the Executive Council was reached at a special meeting in Washington, D. C., November 25. Deliberations on the choice of Meany and Schnitzler required less than two hours.

Meany's first act as the fourth president of the AFL was an appeal to the CIO to join in sincere negotiations in an effort to bring about labor unity.

As his call was issued, the CIO was still debating selection of a successor to Phil Murray, former CIO president.



William F. Schnitzler, Bakers' Union president, is new AFL official.

No Santa in Vending!

The Booming Automatic Merchandising Business Is Trying To Stamp Out Sharpies and Their 'Get-Rich-Quick' Schemes

A "MOOCH" and his money are soon parted.

At least that is the proved policy of sharpies and some of the unethical elements in the world of automatic merchandising—more familiarly known as the vending machine business.

A "mooch," according to a well-known trade magazine in the vending field, "... is a person who continually answers business opportunity advertisements with the idea that some day he will get something for nothing."

LONG-TIME PLAGUE

The problem of the business opportunity ads and the sharpies in the vending field has long plagued the industry. The International Brotherhood of Teamsters is interested in the field of automatic merchandising and is expanding its organization work in that area. The Miscellaneous Conference is devoting considerable attention and effort toward organization among the vending machine service men and installation personnel. Problems affecting the ethics and the welfare of that industry, therefore, are of concern to that section of the Miscellaneous Conference devoting its attention to automatic merchandising.

That sharpies operate in the vending machine field has long been known by those who follow the trends in distribution in this country. In the last few months leaders in the automatic merchandising industry have become deeply concerned about the practices of sharp promoters who are bringing

discredit on an expanding industry and are fleecing hundreds and perhaps thousands out of money in slick promotional schemes.

Recently a three-man committee was named to combat the menace of dishonest advertising in this industry. Included on the committee are: Daniel L. Lionel, classified advertising manager of the Brooklyn, N. Y., *Daily Eagle*; Victor H. Nyborg, president of the Better Business Bureau and Clinton S. Darling, executive director of the National Automatic Merchandising Association. Thus three important elements of the economy immediately concerned with the effects of sharp practices are taking a hand in curbing the outrageous conduct of the sharpies.

COOPERATION URGED

William M. Griffin, chairman of the Miscellaneous Conference, has strongly recommended that Teamsters in the conference be on the alert for any sharp practices and that members cooperate fully with their local Better Business Bureaus.

The conference is interested for two reasons: many of its members are concerned with this rapidly growing industry and are seeking to organize it in all parts of the country; many Teamsters with some capital may offer potential opportunities to the sharpies in the alleged get-rich-quick schemes portrayed in the advertisements. The conference is as anxious to serve a warning on all Teamsters as it is to see that its own members are fully protected.

Rising costs in distribution have accounted for the rapid rise in the last few years in automatic vending. Since the days of the wartime steel shortage the industry has expanded to a phenomenal degree. Today the automatic merchandising industry—as it prefers to call itself—is quite different from the industry of 20 years ago in which a few machines were used to dispense chewing gum, candy, gumdrops, "jaw-breakers" and peanuts at railroad stations. Today the field of automatic merchandising embraces a wide variety of items. A special feature on this appeared in *THE INTERNATIONAL TEAMSTER* in August, 1950.

Since that time the industry has grown rapidly. Today it is possible to buy a wide range of soft drinks, chocolate, hot coffee, fruit juices, etc. Refrigerated fresh fruit, sandwiches, nylon hosiery, books and even ready-made lunches are now being handled. These so-called "silent salesmen" are increasing by the year.

GROWING FIELD

Regardless of what any labor organization which may be affected may think of vending machines, they are definitely here to stay and to expand in use. The field of automatic merchandising is one of the fastest growing in the country. That the field needs close watching by health authorities as many cases in various localities will attest cannot be denied. But vigilance and regulation will not stop the growth and hence Teamsters, alert to trends in dis-

tribution are going to devote considerable attention to the industry. Much progress has been made in several parts of the United States already in organizing the industry, but the degree of organization represented by present membership is only a modest beginning compared to the potential.

ATTRACTS 'PROMOTERS'

An industry which is growing as rapidly as automatic merchandising attracts the quick money artist and promoter. The way he works takes a familiar pattern. The Better Business Bureau recently made a study of vending machine operations in 60 cities and tallied the complaints registered against vending salesmen. Here are some of the complaints:

- misrepresented profits—31;
- poor earning conditions—11;
- misleading ads—10;
- failure of company to place machine—9;
- machines do not operate—7;
- machines break down—6;
- machines difficult to place—5;
- company does not back salesmen—5.

And there were other complaints in the 60-city report with two to four complaints on each of the following: Machines not serviced as promised; long wait for machines; lack of interest after sale; poor merchandise; misleading salesmen; manufacturers refuse responsibility; merchandise hard to get; took money—no machine; overcharges; machines not new and missing parts.

These details indicate the many complaints made by either buyers or lessees of machines. But before a machine is installed or sold in too many cases a really smooth operator has done his stuff.

The scheme generally begins with either a classified or a display advertisement. Recently there came to the attention of the International Brotherhood of Teamsters the case of a family being fleeced of nearly \$7,000 in a vending machine deal. The bilking began with a display ad that went like this:

UNLIMITED BUSINESS OPPORTUNITY \$1,390 to \$6,950 CASH REQUIRED (Secured by Inventory)

Wanted, a financially responsible man or woman to supervise a business of NEW AUTOMATIC COFFEE VENDORS, in ——— and surrounding territory. Drop in a coin and out comes a steaming hot cup of coffee, sugar and cream if desired. Each cup made individually. Installed in large business establishments, manufacturing plants, etc. Earning power unlimited. Can be operated in your spare time. Probable earnings to start from \$20 to \$50 per day. Three to five times more, depending number of units you are capable of handling. All locations secured for you. If you can follow instructions and supervision of large national company with Dun & Bradstreet rating, you should become financially independent within a very short time. PLEASE DO NOT ANSWER THIS ADVERTISEMENT UNLESS YOU HAVE THE RE-

QUIRED AMOUNT OF CASH AVAILABLE AND ARE A PERSON WHO CAN MAKE AND GIVE A DEFINITE DECISION AFTER YOU KNOW THE FACTS!! WE ARE ONLY INTERESTED IN PEOPLE WHO CAN START IMMEDIATELY. WRITE FULLY ABOUT YOURSELF, INCLUDE PHONE NUMBER, TO BOX ———, care——.

This was a display advertisement in a western newspaper and it drew results, sufficiently so that the "financially responsible person" parted with nearly \$7,000. But all of the ads are not set forth in big bold display type. Many are found in the fine type sections under "Business Opportunities."

FAMILIAR ELEMENTS

The elements of the promoter are familiar by now, according to the Better Business Bureau and responsible figures in the automatic merchandising field. Recently *Vend*, a leading magazine in the automatic merchandise field, made some investigations of the sharpies and had a staff reporter pose as a "mooch" and the same magazine recently published an expose of the sharpies by a man who had been one and disclosed the tricks of the trade. Here are a few danger signals which anyone with money to invest should beware of when he reads the ads:

—the ad usually says "This machine will earn up to. . . ." This is the real "come-on" for the sucker;

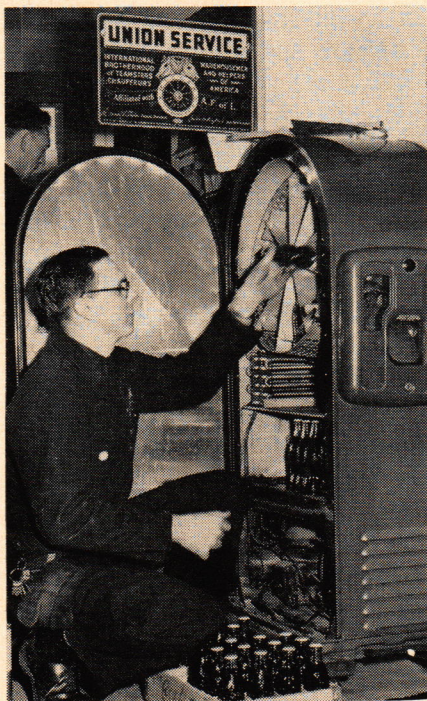
—most promoters insist that the wife be present at the "closing" of the vending machine contract;

—the promoter generally has a glib line about "surveys made" or "studies conducted." They may have been, but in too many cases these phrases are fancy verbal window dressing.

—beware of the salesman who promises to "find a location";

—the "confidential application blank" is too often phony, another piece of window dressing;

(Continued on page 31)



THE union shop card is public's guarantee of efficient, quality vending service.

Setbacks in the States

Oregon Ton-Mile Tax Hurts Trucking Industry, Laws

In Arizona and Nevada Restrict Activity of Unions

ACCTION by voters in three states in the November election vitally affect Teamsters in those areas and have far-reaching consequences to organized labor in general in two of the three states.

1. In Oregon voters acted on two measures; in one they defeated an effort to bar an increase in the super tax of some 35 per cent, with some increases going as high as 83 per cent; in the other proposition the voters failed to outlaw the railroad-backed so-called ton-mile tax.

2. In Arizona the voters approved an initiative proposal outlawing peaceful picketing and secondary boycotts.

3. In Nevada voters approved a so-called "right to work" bill which was a carbon copy of a 1946 Arizona law which outlaws virtually all forms of union security. The law was passed by a narrow margin and the opponents of the measure, chiefly labor unions, asked a recount.

NEED FOR VIGILANCE

Action by the voters in these three states spotlights the necessity for labor unions and their friends to be vigilant at the polls lest legislation vitally affecting their welfare get on the books. The intense Presidential campaign plus the great popularity of Dwight D. Eisenhower are believed to have been factors in at least two of the three states.

Spokesmen for the International Brotherhood of Teamsters and for the trucking industry have been warning those who make their living in the industry to beware of the propositions on the ballot in the

Oregon election. The Teamsters' Union in Oregon played a leading role in fighting the battle for the trucking industry. Outstanding in this respect was the *Oregon Teamster*, official publication of Joint Council 37, Portland, Ore.

FOUGHT RAIL LOBBY

Teamsters and those in the trucking industry were allied on the same side in the Oregon fight and were opposed by a powerful railroad lobby and practically every daily and weekly newspaper in the state. The railroad propaganda was aimed at persuading the voters that the trucks were not paying their fair share of taxes. The anti-trucking lobby tried the "divide and conquer" technique in an effort to pit the small truck operators and owners and motorists against the operators of large rigs. The propaganda effort against trucking was successful.

By action of the voters, collection of a hefty increase becomes immediately effective. The so-called ton-mile levy was not outlawed by the voters as the trucking industry and the Teamsters had recommended. The barrage of propaganda and distortion were too much for the legitimate industry and the Teamsters.

The full effects of the defeat at the Oregon polls may not be known immediately, but spokesmen for the industry claim that the results may be drastic to the trucking business. Reduction of rigs in Oregon will also mean a reduction of Teamster jobs in that state. Teamster spokesmen during the election battle warned

other states that if the Oregon anti-trucking lobby won, other states may be expected to see an onslaught against the trucking industry.

While the Oregon action affects Teamster primarily, the Arizona and Nevada votes are directed against organized labor in general. In Arizona the voters passed on an initiative proposal governing picketing and secondary boycotts. The Arizona law outlaws picketing except in cases where there is a bona fide labor dispute between an employer and a majority of his employers over matters of working conditions and wages. Secondary boycotts are also outlawed. The law which sounds plausible to those unfamiliar with labor problems and appears innocent on its face contains provisions with real legal teeth in them.

PENALTIES SET

Penalties for violation of the Arizona law range from not less than \$100 to \$1,000 for each offense. Penalties are collectible by the attorney general in the name of the State of Arizona. The Arizona law is an "improvement," from the anti-labor viewpoint, over an earlier "right to work" law passed by Arizona in 1946, the year before the Taft-Hartley bill was passed by Congress.

Enemies of labor in Nevada picked up the 1946 Arizona law and put on one of the most vicious anti-labor campaigns seen in the West in years. Here again the "divide and conquer" technique was used. Efforts were made to divide

(Continued on page 25)

Leasing Fight in Court

Teamsters Support Government in Supreme Court

As Carriers Attempt to Upset ICC Leasing Rules

THE success of the long efforts of the International Brotherhood of Teamsters to improve conditions in the motor freight industry now hangs in the balance depending on the decision to be reached by the United States Supreme Court in a group of cases which were argued before the Court on November 17 and 18. The Supreme Court's decision, so important to the Union, may be reasonably expected about the turn of the year.

LEASING PRACTICES

The cases involve the validity of an Interstate Commerce Commission order governing the so-called "leasing practices" of motor carriers. The American Trucking Associations, other lesser groups of carriers, and some forty individual carriers are seeking to upset the Commission's order, so that carriers may be left free and uncontrolled to continue a type of operations, founded on loose leasing of vehicles, which is abusive of individual owner-operators and otherwise creates unsound and chaotic conditions in motor transportation.

The Teamsters Union took a prominent part in the Supreme Court proceedings, just as it has participated in every phase of the long struggle to have the improper carrier activities, disguised as "leasing practices," brought under reasonable control. Through its General Counsel, J. Albert Woll and former Senator Burton K. Wheeler, who was specially retained for this particular litigation when hearings were initiated by the Commission,

the Union filed with the Supreme Court a detailed and comprehensive brief in support of the Commission order. Oral argument on the Union's behalf in support of this order was presented to the Court by Senator Wheeler. Since the carriers attacked the Commission's order principally on the ground that Congress had not granted the Commission power to control their leasing practices, Senator Wheeler, who for many years was Chairman of the Senate Interstate Commerce Commission, was particularly qualified by experience to argue this question. It was Senator Wheeler who sponsored the important legislation which, as the Motor Carrier Act of 1935, first granted the Commission general powers to regulate the trucking industry.

HISTORY REVIEWED

The cases now awaiting the Supreme Court's verdict have a considerable history behind them. They are an outgrowth of conditions which were prevalent even before regulation in 1935 and have since been an increasing source of concern to the Commission and all who are interested in the welfare of the industry. A basic difficulty with the motor freight industry has long been the existence in it of a class of would-be carriers who own no or only a few vehicles and have to rely for movement of freight predominantly or entirely on owner-operators, agricultural truckers, or others. This group of "carriers," although they now have carrier authorizations from the Commission, are engaged in

what really amounts to brokerage activities. These activities are uniformly destructive to the legitimate segment of the industry and to everyone employed in the industry.

The Commission, whose studies of the problem commenced before and were interrupted by World War II, finally in 1947 ordered a full-scale investigation into the problems created by leasing. Formal hearings were held before a Commission examiner in the fall of 1948 and the following winter. Fully realizing and evaluating the great impact for good these hearings could have on the motor freight industry and for the Union members and the public, and understanding the consequent necessity for a full and vigorous exposure of the shocking and evil conditions surrounding many leasing practices, General President Dave Beck insisted upon and succeeded in having the voice of the Teamsters heard. At these hearings as in all subsequent proceedings, the Teamsters Union played a leading role, being represented both by Senator Wheeler and General Counsel Woll. Many legitimate carriers aided in exposing how destructive leasing practices had become to the well-being of the industry.

MAIN BURDEN

The main burden of exposing conditions devolved, however, upon the Union. Ten of our Union members, all active drivers some of them with as much as twenty-five years driving experience, testified for the benefit of the Commission. Many others were prepared to testify if necessary.

It was the testimony of these Union members, more than any other single factor, which informed and enlightened the Commission as to what is now actually occurring in motor freight transportation.

The result of the Union's presentation convinced the Commission's examiner and he recommended a set of rules which would have curbed the worst excesses in existing practices. The most significant rule which the examiner fashioned forbade authorized carriers to lease a vehicle, with a driver, unless the lease were for a period of at least 30 days. The manner in which unscrupulous carriers were destroying the industry by their trip-leasing practices would thus have been forestalled. And those who make their daily living in the industry were assured that their position could not be undermined by transient and sporadic truck-operators who came into the industry for a day or two, and on their own terms, and had no interest in the long term problems of the industry or in establishing reasonable rates of pay and working conditions.

OPENING SALVO

This recommendation by the examiner, which came in August, 1949, was well received by the Union as a complete vindication of the position the Union took and the principles for which it fought. The recommendation was, however, only the opening salvo in what has become a long and bitterly-contested legal struggle. Several years of battle through the Commission procedures and in courts lay ahead.

Disgruntled carriers promptly appealed the examiner's determination to a Division of three Commissioners. The resulting Division decision completely rejected the examiner's recommendation, and yielded to the views of the irresponsible element of carriers that, however bad conditions were, nothing ought to be done in correction. This Division decision marked the only defeat which the Union has suffered to date.

The Union promptly appealed this decision to the full Interstate Commerce Commission. The full Commission, after hearing oral argument and weighing the gathering record before it, reversed its Division and substantially accepted the examiner's recommendations. In the proceedings before the full Commission, the Union picked up valuable allies. This factor—a slow gathering of various forces in support of the Union's position—has been a very significant factor throughout the long struggle. When the proceedings commenced in 1948, the Union stood virtually alone. But at almost every subsequent stage, the Union has picked up allies, won to its position by our constant hammering at the facts and exposing what the real conditions are.

MOVED TO COURTS

The Union's final victory before the Commission in 1951 moved the struggle from the Commission to the courts. No less than six suits were filed in federal district courts in Alabama, Indiana, Illinois, Michigan, Ohio and Oklahoma. The first two of these, that in Alabama brought by the American Trucking Associations and that in Indiana brought by Eastern Motor Express and a score of other common carriers, went forward to decision. The other four litigations were stayed in order to avoid the unseemly situation and the burden of having a multitude of federal courts decide essentially the same question.

The Alabama and Indiana courts, each composed of three judges, unanimously sustained the position of the Union. That is, these courts held that the Commission had power to prescribe the rules it did governing leasing practices, and that these rules were reasonable. In these two courts, it is to be noted, the Commission lawyers necessarily appeared

to support the Commission. Thus, the Union was no longer in a position of struggling before the Commission to have something done, but had gained the aid of the Commission to support what had been done.

Both the Alabama and Indiana decisions were appealed directly to the United States Supreme Court by the losing carriers and by the Secretary of Agriculture. The Secretary, acting in the narrow interest of the farmers, is striving to uphold the trip-leasing system so that the so-called "exempt carriers," moving farm products to market, may be free to lease their vehicles to authorized carriers to gain a profitable backhaul. The Secretary has never shown any concern over the fact that what constitutes the backhaul for the farm carriers is a necessary loss of business for all those regularly employed in the trucking industry.

During the argument before the Supreme Court, attorneys for the carriers strove to make it appear that the leasing of vehicles was a minor and carefully controlled factor in the industry. Some of the Justices, by their questions, showed awareness that the trip-leasing system bred abuses and might have destructive consequences. Senator Wheeler for the Union and counsel for the Government explained in their arguments precisely what current conditions are.

NOT IN VAIN

The long struggle through Commission and courts may be brought to a final and winning conclusion if the Supreme Court accepts the arguments of the Government and the Union. Even if the Supreme Court should accept the legalistic arguments of the carriers and hold that the Commission cannot control carrier leasing practices, our efforts cannot be regarded as wholly vain. We will have succeeded in throwing the spotlight on present industry conditions and will have laid the groundwork for future necessary steps.

Need Auto Service?

Look for the Shop Sign!

TOYLAND TEAMSTERS



**There's a Traffic Problem in Toy Town
This Year; Truck 'Registration' Is Up,
And There's a Service Station at Every Doorstep!**

THERE'S a jurisdictional dispute in Santa's toy shop this Christmas. There's been one . . . off and on . . . for many years, but this year it has reached such proportions that the matter will have to be settled by a decisive vote of the National Toy Buying Public.

The dispute reached major proportions when the toy makers began making miniature trucks which are almost exact replicas of the real thing. It was fanned into flame when one member of Santa's union got the idea of producing miniature tools — end wrenches, Stillson wrenches, screwdrivers, winches—to go with these trucks. The opposing local—Train Makers Local No. 1—broke into a sweat when the teamster toy workers began producing

miniature service stations, warehouses, garages, taxi stands. (The train makers have cause for sweat. About all they're offering in their 1952 lines are plastic models of their old metal trains and a few sideline accessories.) Now the teamster toys are in a position to ask for a representation election, and they look like sure winners.

GAY TIME AHEAD

As any harassed Papa and Mama Teamster, who has been fighting the Christmas shopping mobs can tell you, teamster tots are in for a gay time, come Christmas Day, if Mama and Papa's hard earned cash holds out that long. The store counters are stacked with the inevitable dolls, cowboy trappings, games, and gad-

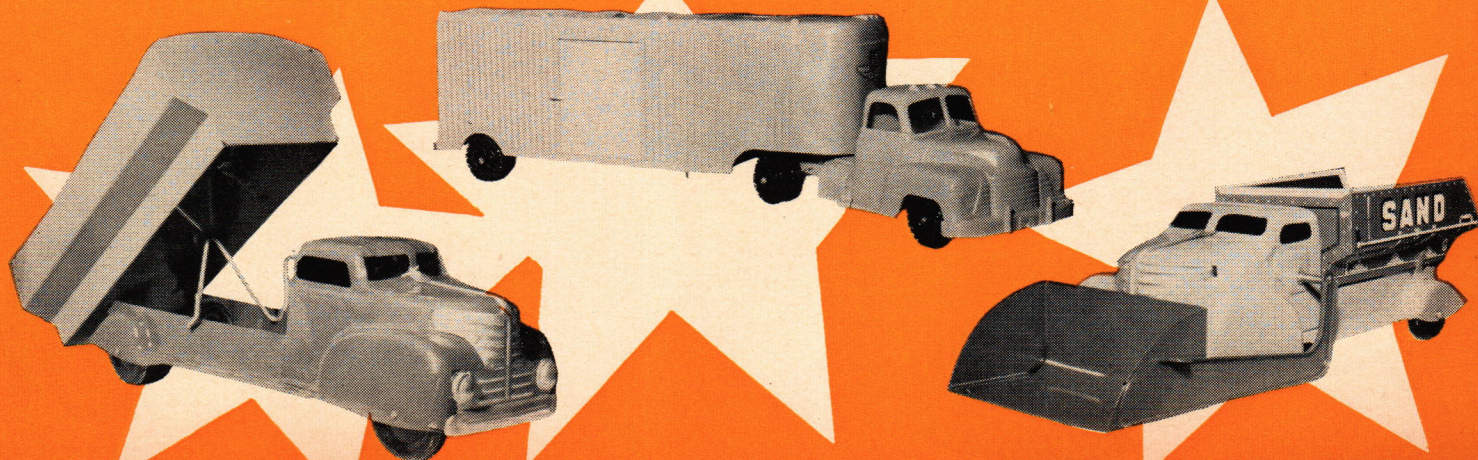
ets, but, most significant of all, is the big increase in the number of truck toys and over-the-road ideas.

It used to be that if you could buy a little metal truck, cut and pressed from a flat sheet of tin and held together by thin tongues of tin which always broke off, you considered yourself lucky. The early truck toys were good if they had four wheels and a body.

About the only other toy you could classify as teamster type, was the little red wagon.

A little ingenuity and the growing list of basic materials have changed that. Plastics, especially, are making toys more intricate. Mold rubber and new metal alloys are giving new advantages.

Although prices are still way





Young warehouseman at left has a completely-equipped freight terminal and trucks to move the goods!

above pre-war levels, teamster toys are still many dollars and cents under model train toys.

Grandpa Teamster—the old timer in our Union—will get satisfaction in a toy set many stores are featuring called “The Highway Pioneers Model Kit.” This contains small models (about 3 inches high by 5 or 6 long) of early Studebakers, Stutz Bearcats, Model T Fords, and others.

Great Grandpa can enjoy watching the present-day youngsters playing with a set called “Early American Transportation.” This toy set features a stage coach, a Springfield Freighter, a Conestoga Wagon or Prairie Schooner. This comes complete with small cardboard drivers and passengers. These are designed down to the smallest authentic detail.

If you have a tot with a teamster heritage but a nautical turn, there's a toy on a layout about a foot-and-one-half by two feet which has a

small highway lift bridge, complete with bridge operator's house, safety rails to halt cars when the bridge is up, and cars and boats to go under and over the bridge.

For the older kids the model shops are supplied with metal, balsa, and plastic assembly kits of many models of automobiles and trucks.

We found a taxi assembly kit in a five-and-dime store for 39 cents which should keep a four to six-year-old occupied for an hour or two. You can build the taxi, fix it . . . take it apart . . . put it back together. The wheels, the doors, the top, the axle, the hub caps come off and on.

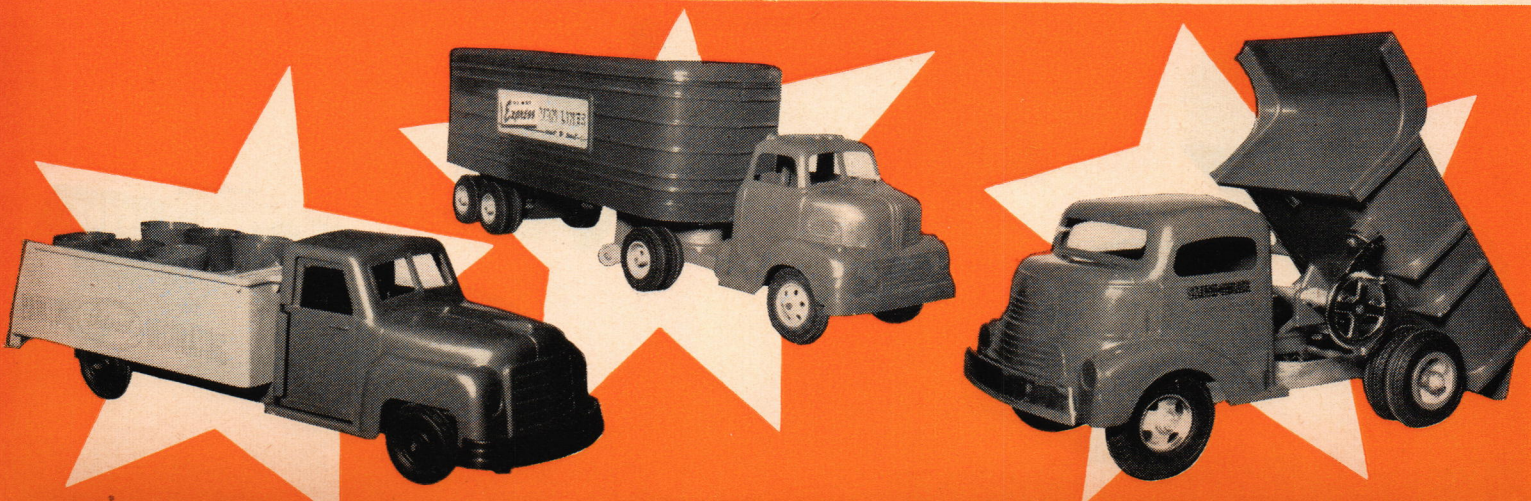
We found a little fleet of cars for 19 cents. You “hitch them up and start them rolling,” the wrapper says. They are small interchangeable car and truck bodies, chassis, and wheels that snap into grooves in the various parts. The junior teamster can put red body on yellow chassis or green body on red chassis, and so on.

How long the toy lasts depends upon whether Junior is good at keeping parts in one heap or scattering them under the sofa and the dining room rug.

The larger pedal-pushing cars, trucks, and fire engines are back at the old stand, designed as 1952 models should be. They aren't changing designs must though. There's less chrome . . . defense contracts, you know.

As to the accessories to a toy car and truck fleet, the stores are offering, first and foremost, model service stations. They're all over the place, as though every manufacturer got the idea at the same time. Your young son can shift his little red plastic model into third, pull into the station at the sign “enter”, park beside the gas pumps, lower the hose and real “gas” comes out. (A little colored water helps the illusion.) Then the rig can be pulled over beside the air hose; a little pressure on the pump handle and air shoots into the tires. If he wants to change the oil or get a grease job, he runs it over to the grease rack, and a lift, operated by hand lever, sends the vehicle into the air for a once-over. For a little repair work, just lift the garage door and wheel it in. (One little plastic model wrecker comes complete with removable engine hooks, winches, and the necessary tools.) If Junior just wants to park his fleet overnight, he runs it up the ramp and leaves it in on the rooftop lot.

If the younger generation has



With all the trucks on the playroom floors this year, junior service stations are having business boom.

been having a lot of questions about Daddy's rig, there are some answers available at the toy stores to many of them.

What makes the car go?

Some transparent engines in several models of hot rods, cars and planes, show drive shafts and cylinders in actual operation.

Daddy, what makes the lights go on?

Some of the larger model vehicles have wires, bulbs, and storage batteries. Then all you have to explain are the generator and distributor.

Daddy, can I drive the car, too?

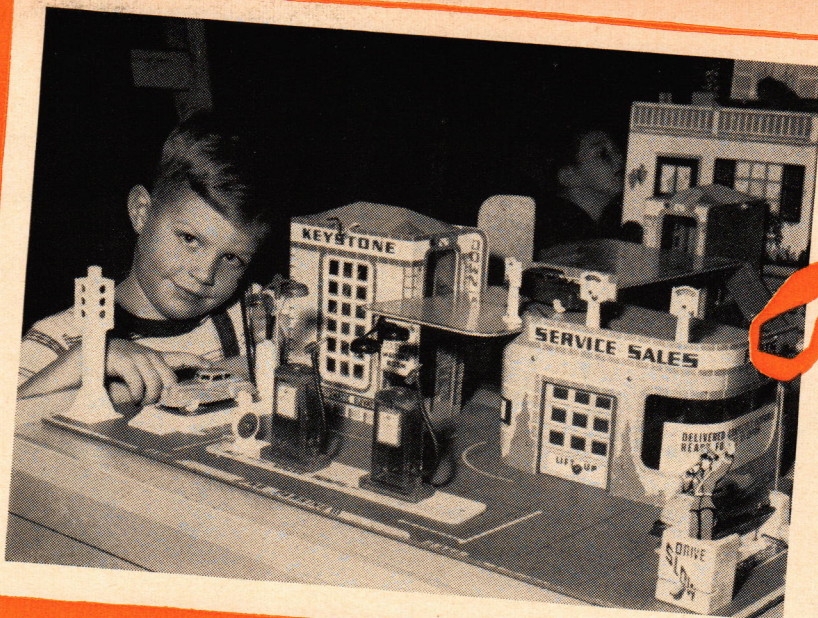
There's a fancy driving wheel kit which can be hooked on to the dashboard beside Daddy's official driving position. It comes with a three-place shift and a turning wheel. Now, if Mother will just move over a bit, Sonny can play-like, too. (This item might also be good for backseat drivers, adult and otherwise.)

We've been looking over the child guidance books for the where, when, and how of teamster toys, and we find this . . .

For two-year-olds to "help play out their experiences" they need simple domestic equipment, like wooden or rubber cars and trucks, sturdy and not elaborate.

Three-year-olds enjoy tricycles, wagons, and wheelbarrows with two front wheels.

For the four-year-old, all sorts of cars and trucks are enjoyed and put to good use.



The five- and six-year-olds are beginning to layout vast transportation projects all over the basement, yard, and sandbox. They can use the whole layout, trucks, roads, filling stations, warehouses, toy cities.

The younger kids like simple things they can manipulate themselves. An auto truck they can pull around is more enjoyable than one that winds up with a key and goes by itself, but not in the direction they want. (It's easier on Pop's knees when he has to hunt the key, too.)

Says one child guidance expert, "Kiddy-cars, velocipedes, doll carriages, express-wagons, trucks are incentives to joyous activity from the toddling age on. They are objects to push or pull."

One word of warning: Don't get too fancy in the mechanical toys for the younger children. The reason why parents buy some of these complex spring and gadget mechanisms is because they themselves are

amused and intrigued by them. But give it to Junior, and he's likely to say, "I don't like it. It won't play with me."

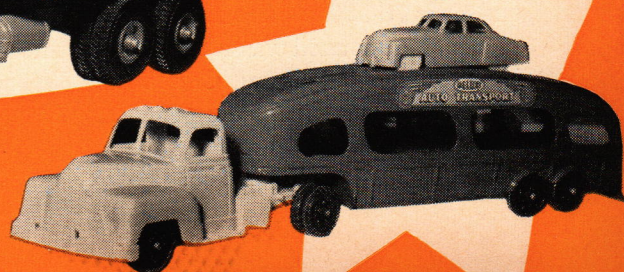
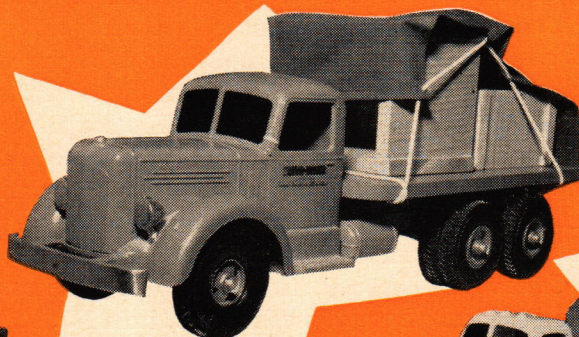
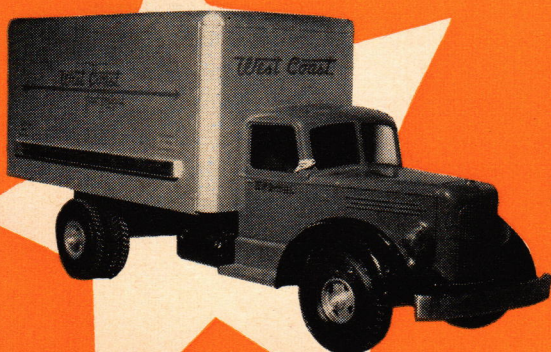
Teamster toys for early childhood are classified in this manner:

For the development of strength and skill—push- and pull-toys, wagon, wheelbarrow, toy auto to ride in, velocipedes.

For constructive and creative play—sand box toys such as dump trucks and sand mills, tinker toys, assembly kits.

For dramatic and imitative play—doll carriage, dump trucks, miniature service stations, houses, garages, etc., milk wagon, miniature warehouses, small autos and tools.

In summary, there are loads of toys especially designed for tiny teamsters in the toy shops. Add a few to your Christmas tree collection. The teamster toy makers at the North Pole are petitioning for a closed shop and the tots are voting 10 to 1 for it!



JC53

TEAMWORK IN PHILADELPHIA



TEAMWORK and unity are the bases of success for Teamster Joint Council 53, Philadelphia, Pa. The headquarters of the joint council are in Philadelphia, but 15 of the 25 Local Unions comprising the council are located outside of Philadelphia.

The joint council includes territory from as far east and northwest as Harrisburg and Scranton in Pennsylvania and as far south as Cape Charles, Va., and southern New Jersey.

Headquarters of the joint council are in the Local 107 building at 101 Spring Garden Street, a modern building, functional in design and planning. Officers of the joint council and the more than 100 business agents serve the 25 Local Unions and their 70,000 members.

The joint council was reorganized in 1936 with Edward Crumbock as the leading spirit in the program

which revitalized and unified the Locals into a joint council which ranks now as one of the best in the entire International Union. Mr. Crumbock is Third International Vice President and has been active in the affairs of the General Executive Board.

President of the joint council is John B. Backhus, a founder and leader of Local 463, Food Driver-Salesmen, Ice Cream, Bakery and Dairy Workers' Local. James J. Stoltz, from Laundry Workers' Local 187, is secretary-treasurer of the joint council, and George Dugan, of No. 384, Norristown, is recording secretary. Edward Hartsough, active in the National Warehouse Conference, is vice president of the joint council. The trustees come from three different Locals: Thomas McDonnell, from No. 470, a general Local; Joseph Grace, from No. 107,

John Backhus (standing), president of Joint Council 53, Philadelphia, and Edward Crumbock, third general vice president of the International Brotherhood of Teamsters, lead team.

Highway Drivers, and Louis Lanni, from No. 830, Brewery and Beer Distributors' Local.

Leadership in the joint council is in good hands and the personalities of General Vice President Crumbock and Joint Council President Backhus make a strong impression on Teamster affairs in the city of brotherly love. Both are ardent believers in teamwork among Teamsters; both believe that the function of joint council and Local Union officers is to serve the membership.

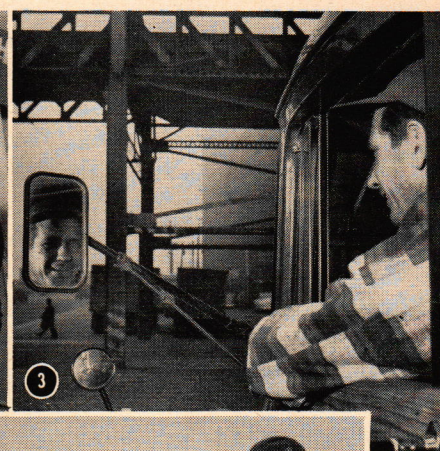
Mr. Crumbock is secretary-treasurer of the Highway Drivers and wields a strong influence in the entire joint council. He is a strong believer in complete Teamster coopera-



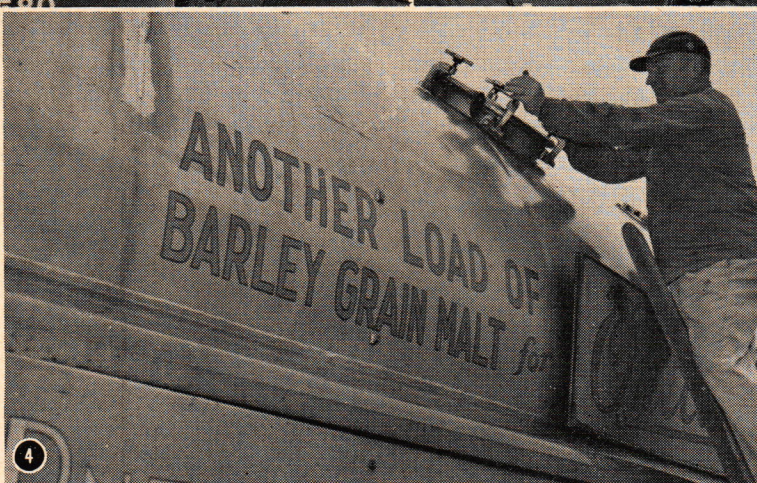
1—David Dougherty, Local No. 107, driver for the Hugh F. Cannon Company.



2—Patrick Flanagan, Local No. 107, driver for Highway Express Lines.



3—William Shaw, Local 107, driver for the Pocono Motor Transport Company.

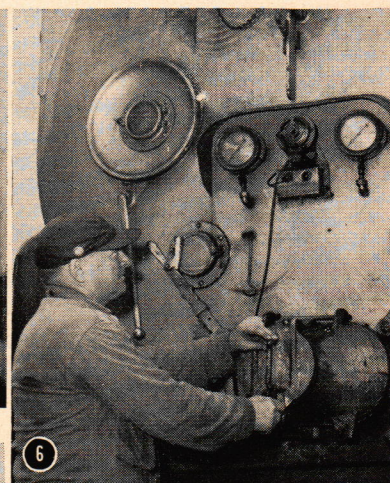


4 and 6—John Dixey, Local No. 830, checking a valve on a Pneumatic Transfer Corporation barley malt truck. This is unusual type of transport operation.

5—Patrick Flinn, Local No. 470, driver for Philadelphia Coke Company.

7—Jack Rosen, taxi driver, for Yellow Cab and member of Local No. 156.

8—George Miller of Local No. 156 is the driver of the "Cabulance," a combination cab and ambulance used for emergency duty. The "patient" shown in the demonstration photo is James Cummings, trustee of No. 156, Taxicab Drivers Union in Philadelphia.



tion. As an International Vice President, he has standing and influence which are highly respected by all labor and management alike. He was the youngest International Vice President named by the International Union, having taken office through election at the 1940 convention at the age of 35. As Third Vice President he has high seniority yet is one of the youngest of the General Executive Board.

Teamster welfare and activities are his major concern although he has taken part in various civic and public drives. In 1941 he received the La Salle College award for outstanding citizenship as one who had contributed most toward labor peace in America. A predecessor in this award series was Franklin D. Roosevelt. A native of Philadelphia, Mr. Crumbock has taken part in many Community Chest and other campaigns.

Joint Council President Backhus in addition to his union activities has found time to serve in various civic and state capacities. He serves on the Mayor's Highway Traffic Board and is a member of the State Industrial Board. He has also served in many drives such as the Community Chest. At the recent Teamster convention, Mr. Backhus was named as trustee.

Service to the membership by the joint council is almost an obsession with both Crumbock and Backhus. They both say in unequivocal terms that the council is designed to serve

the members and not set up to provide jobs for officials. The council meets on the first Monday of each month and reports on the financial standing and on the general affairs of the joint council are given. The joint council has assets of more than \$500,000 in cash and Government bonds today and is in a highly solvent situation.

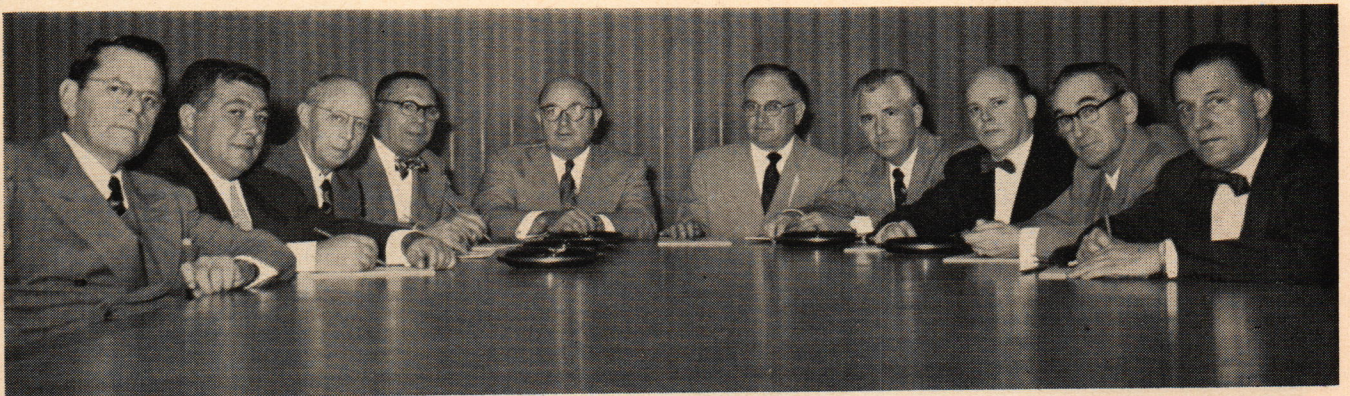
The council has a pension plan providing for all paid employees of the constituent Local Unions. Most of the unions have their own welfare programs based on voluntary medical programs. The joint council's health and welfare fund is under the joint control of two trustees from management (Joseph P. Clark and Hugh Gannon) and two from labor (Edward Crumbock, No. 107, and Thomas McDonnell, No. 470). The new plan went into effect in January, 1952, and by now covers some 50,000 to 60,000 persons. Mr. Crumbock administers the plan as administrative executive. Life insurance, sick and accident benefits, hospitalization and surgical funds are included in the program. This plan began with No. 107 and has been gradually extended to cover other Locals. The plan is non-contributory—the employers pay the contributions to the fund.

Largest of the unions is No. 107, Highway Drivers, with 11,000 members. Other large Locals are: No. 463, Food Driver-Salesmen, Ice Cream and Bakery Workers, 9,000; Warehouse Local No. 463, 5,500,

and Taxicab Drivers Local No. 156, 4,000 members.

The council includes the usual variety of drivers from the large over-the-road rigs down to forklifts in warehouses. A substantial number of inside workers are included in Teamster membership—women who make sandwich boxes, bottlers in milk and soft drink plants, mechanics at bakeries, egg candlers at a wholesale goods house and a variety of warehouse workers.

Joint Council 53 as an organization and the 25 Local Unions have been active in many public affairs, but perhaps none has been so noteworthy as the hospital program which the joint council carries forward at the Valley Forge Army Hospital. Teamsters began providing entertainment, gifts, candy, parties and recreational aids for the soldiers. Since the wars, many organizations have tapered off their fine work, but not so Joint Council 53. The council has continued its work and has, in fact, taken on a job which others had been reluctant to handle. It has taken responsibility for cheering patients in the neuropsychiatric ward, patients who are often found difficult to entertain and for whom recreation is a real problem. Once a month the joint council has a party for those in the neuropsychiatric ward. On an average Wednesday, here is what the Teamsters provide: 18 cases of soft drinks; 300 sandwiches; 15 boxes of 5-cent candy bars; 2 cans of pretzels; 2 cans of



JOINT COUNCIL OFFICIALS—(left to right) Edward Davis, attorney; Louis Lanni, George Dugan, Joseph Grace, Edward Crumbock, John Backus, James Stoltz, Edward Hartsough, Thomas McDonnell and John Smith.

1—P. Adornetto, Local No. 470, driver for Warner Central Mix Concrete Co.

2—Luther Foxworth, Local No. 470, driver for the Atlas Lumber & Millwork Company, maneuvers a lumber loading unit.

3—Harry Eberhard, Local No. 187, driver-salesman for Pepsi-Cola Company.

4—James Gilmour, an inside worker at Coca Cola Bottling Company, is also a member of Local No. 187.

5—Dave Levy, driver-salesman for Central News Company, member of Local No. 628.

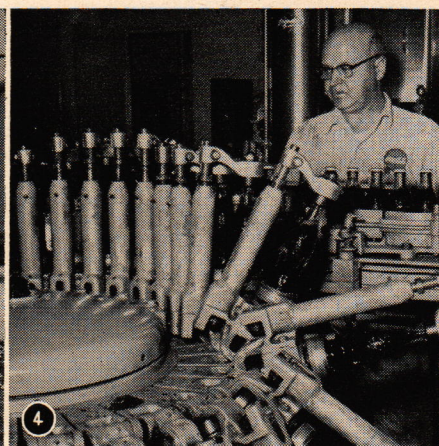
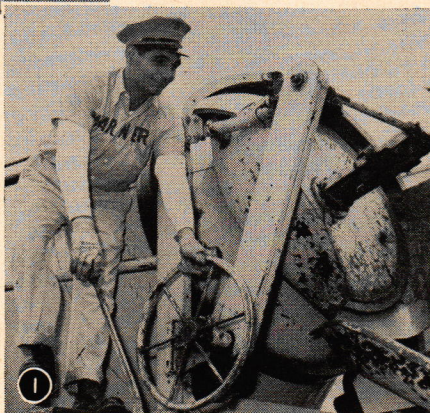
6—Paul Verdi and William Ready, both of Local No. 343, of Unit Vending Company are installing a new vending machine in a restaurant.

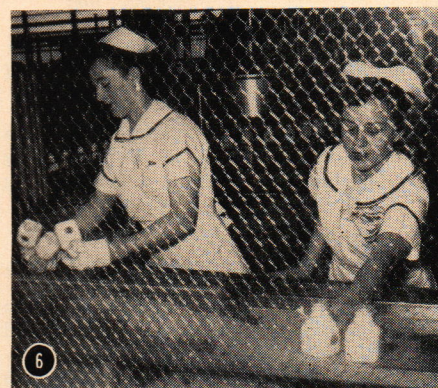
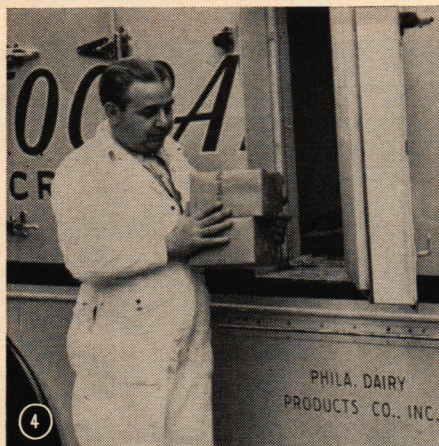
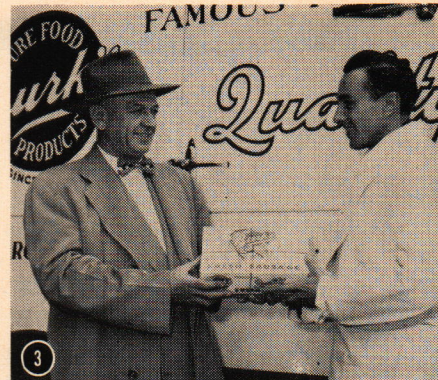
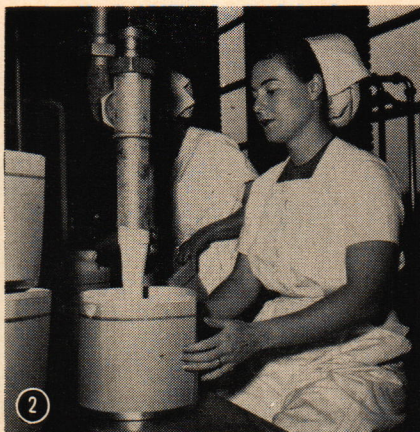
7—Vincent Del Rossi, Local No. 187, driver for the American Diaper Service.

8—American Stores has one of the world's finest warehouses and is proud of it. The bulletin board lists the company's warehouse workers, drivers and platform men. The warehouse is fully organized by Teamsters Local No. 169.

9—James Donnelly, warehouseman, member of Local No. 169, checks merchandise. He has been with American Stores 30 years.

10—Egg candler at Food Fair, inside workers and members of Local No. 169, warehouse employees.





1—Benjamin Knapka, Local No. 463, driver-salesman for Bond Bread.

2—Aline Kergides, Local No. 463, filling ice cream container at Aristocrat Ice Cream Company.

3—Joseph Wirs (left) secretary-treasurer of Local No. 463, talking with Steve Glowacki, driver for Burk's Food Products Company. Wirs was formerly employed by Burk's.

4—Michael Trombetta, Local No. 463, driver for Aristocrat.

5—John Smith, driver-salesman, Local No. 463, selling coffee and snacks from his truck near a large printing house. He works for Brock's Lunch Service.

6—Rosemary Conway and Dorothy de Marco of Local No. 463 at the Supplee Dairy, one of the largest in the world.

7—William Timczyrzy and Paul Wal-kovic in the 20-degree below zero hardening room of Aristocrat. Both are members of Local No. 463.

8—Nathan Destra, Local No. 463, fork lift operator at Supplee.

9—Phillip Sanborn and Daniel Lanni, Local No. 830, putting tax stamps on beer kegs immediately before cargo is loaded at Schmidt's Brewery.

10—Joseph Panapresso and Walter Kurtz, both of Local No. 830, checking their load at Schmidt's.

potato chips; a half case of cigarettes and 20 gifts for spot dances. The council also provides an orchestra for entertainment and takes out young women as hostesses for the patients.

This month Joint Council 53 will have two parties, the regular Wednesday party and a Christmas Eve party, and a three-speed record player is being provided for each ward. Each patient will also receive a gift and the bill for the gifts, record players, candy, drinks, etc., will all be paid by the joint council. The letters which have come in from patients, their relatives and from the Valley Forge Hospital authorities have been gratifying compensation for Teamster philanthropic work.

GUESTS AT GAMES

Patients have also been taken out to football and baseball games to provide some variety for hospital routine. Among those most active in this work have been Recording Secretary George Dugan and his wife, both of whom devote considerable time to hospital work. Wives of other joint council and Local Union officers aid greatly in helping with the hospital program one of the outstanding types of the country.



ACTIVE IN JOINT COUNCIL 53—These business representatives are from cities and towns outside Philadelphia. They were photographed while at a meeting with their brother business agents of No. 53. **FIRST ROW** (left to right)—Samuel Gravenor, Dominic Sasso, James Jackson, John Smith, Frank Abrimont and Thomas Brady. **SECOND ROW**—Nathan Daniels, John O'Rourke, Leon Decker and Frank Weaver. **THIRD ROW**—Walter Crawford, Oliver Murrey, Adolph Lehr, Leo Namey, William McCall, Herman Weiner and George Dugan.

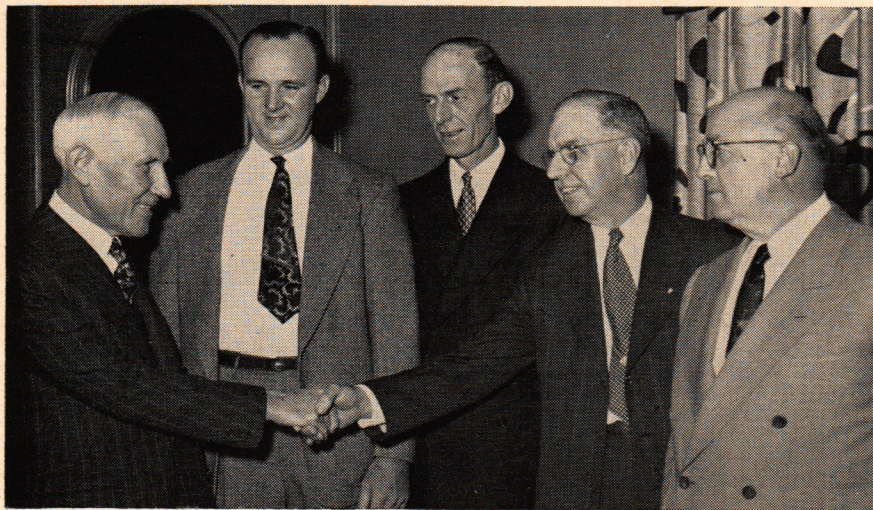
In 1951 the joint council sponsored radio broadcasts of the Notre Dame football games in the council area as a public service and the "commercials" were "plugs" for unionism and Teamsters.

The joint council's position in the

economy of its area attest to the importance both of unionism and the role of transport. Before any strike is called by any union in the area, the joint council is always consulted: will it or will it not support the strike? And this goes for unions outside the AFL as well as unions within the Federation. Support by the joint council is regarded as essential to the success of any strike action and refusal to support a strike or respect a picket line for reasons which the council regards as justifiable is almost certain insurance that the proposed strike action will fail.

The joint council is a strong believer in seeing that each of its members vote in public elections. The council makes no attempt to tell its members how to vote, but it keeps a record of members' standing on the registration rolls and seeks to persuade the members as to the desirability and necessity of voting.

This council is an active one and has plans for the future which will bring more honor and credit to the vision and foresight of its officers and service in the years ahead.



CONGRATULATIONS—Three drivers are shown with James E. Casey (left) president of the United Parcel Service and Edward Crumbock, president of Local No. 107, Highway Drivers and Third General Vice President of the International Union. The three United Parcel drivers (left to right), Leroy Bremmer, Kelso Robinson and Joseph Davey, are veterans with long-term safety records. United Parcel Service honored 257 drivers at a banquet November 17 in Philadelphia with accident-free records ranging from one to 14 years. Fifty-five drivers had top safety records of 10 years or more.

They're After Your Job!

Free-Spending Rail Propagandists Are Out to Cripple Trucking Industry and Starve It to Death with 'Legalisms'

EVERY man who drives a truck is in a war—literally a war of survival, of survival of the trucking industry. The Teamster who is driving a long line rig, an oil tanker or a household goods van may not realize it but he is part of a big battle, a battle on a nation-wide front. The issues have been joined and neither side will give quarter. The contestants: the trucking industry fighting for survival of the industry and the right to operate and develop a modern form of haulage on one side, and the anti-trucking lobby on the other. This lobby includes chiefly the railroads, interests served by or obligated to the railroads, and a great variety of phony fronts set up to mislead Congress, state legislatures, regulatory agencies and the general public.

OUT FOR BLOOD

This "warfare" is no small-time operation. The anti-trucking interests are out for blood—your economic blood. The warfare grows in intensity and variety as the trucking industry develops and becomes daily a more essential segment of the American economy. The railroads are the ringleaders, the fight commanders, the brain trusters, the back-stage boys or whatever you may choose to call them. The railroad lobby is calling the shots even though a great many apparently public-service-minded people and organizations may be doing the front work.

The warfare waged by the railroad lobby against legitimate trucking industry is one of smear and

fear. The methods used employ all the trick devices of the propagandists to undermine confidence in trucking and incite fear by the public in the future of American transportation.

This battle waged by the railroads is not a new one, but its intensity increases as sharp promoters find that there is a gold mine in playing on the fears of the railroad associations, encouraging them to appropriate great sums for advertising, lobbying and other forms of propaganda. How the railroads hope to win friends and influence people has been developed along four main propaganda lines:

1. The early efforts were directed at limiting the size of trucks and the weights which may be permitted, including cargo.

2. More recently we have seen the adoption of the so-called ton-mile tax as a new theory which sounds plausible to the public, but which on close examination is proved to be economically and fiscally unsound.

3. A development which is being used now focuses attention on damage to highways, allegedly caused by heavy-duty trucks.

4. The safety argument is used extensively—"trucks are endangering your lives, . . . etc., etc."

Sometimes the propaganda put out by the railroads and their various special interests will take one form, more than one or a combination of all four. The railroads have many avenues for their propaganda. In the first place, they apparently have unlimited funds to appropriate to what is known as "institutional ad-

vertising," another name for propaganda. This type of advertising is run under the sponsorship of individual railroads or by the Association of American Railroads, the high command of the railroad lobbyists. Sometimes the ads are affirmative and sometimes they are decidedly negative. The affirmative ads contrive to play up or emphasize the virtues of railroads in general, a particular railroad or railroads as against "other forms of transportation." The so-called negative ad is a gloves-off bare-knuckles type in which the sponsor says some unkind things about the trucking industry.

TRIPLE-THREAT ADS

The advertisements vary a great deal, from a simple piece of text with a hard-hitting message to a fancy job of topography and design, laid out by experts. The advertisements have a triple effect. They carry a message directly to millions in newspapers and magazines; they are used as bulletin-board posters and mailing pieces, and it may be presumed that the expenditure of substantial advertising appropriations may conceivably—just may, mind you—have some influence on newspapers which are on a thin edge financially. These would be the newspapers which are dependent on railroad centers, business men in railroad centers, etc.—they know which side of the bread the butter is on.

"Canned" editorials through propaganda services extolling the great job the railroads are doing and expressing pity for the poor taxpayer who must pay for the awful damage

the trucks are doing, are favorite devices. The familiar road-hog-big-truck combination has become almost a cartoon cliché, it has been used so frequently by pro-railroad cartoonists. These editorials, some canned, some inspired or "planted," and cartoons become familiar reprints and mailing pieces in the propaganda battle.

False fronts and phony photos also play their part in the battle

against the trucking industry. Various types of road conservation and protective associations appear now and then, ostensibly with only the interest of the dear American taxpayer and good roads as the basic aim. A closer examination will, more often than not, reveal the promptings and promotional efforts of the railroad lobby. Some of these false fronts can pose as disinterested bodies interested only in the public

welfare. They can issue "reports" or make "studies" or "surveys" or "safety analyses," all of which look editorially safe, sane and plausible. Many an earnest and honest editor has been taken in by the false fronts and phony stories. The "reports" are too often loaded with a biased analysis and slanted conclusion—all of which add up to giving the trucking industry a black eye.

National magazines are used as

PROPAGANDA against trucking reaches high pitch in railroad ads.

What's so uncommon about THIS common carrier

For all of it, railroads stand ready at any time to move anything, anywhere, and to do it at charges which average less than those of any other form of transportation. They do not pick and choose the kinds of freight they are willing to carry.

The railroads perform this transportation on roadways which they themselves have provided and maintain with their own money. And so these roads, as well as on their cars and locomotives, the railroads pay taxes—taxes which help support your schools, courts, highways and other government services.

But perhaps the most uncommon thing about railroad transportation is that it offers an immediately practical way to reduce congestion on our over-burdened highways—for the most freight that is shipped by rail, the safer and more economical to maintain will our highways be.

Association of American Railroads
WASHINGTON, D. C.

They Hurt You...

more than they hurt us!

The big trucks crowding the highways are real competitors for the Illinois Central and other railroads. They have taken over a sizable part of the freight-hauling business. But this doesn't hurt us half as much as it hurts you. Because it's your roads that the big trucks are battering to pieces. Your tax money both does more, and your tax money repairs the damage the trucks do.

Don't let anyone tell you that your private automobile, your farm truck or other ordinary-sized vehicles are wearing out the roads.

Recent tests by the Highway Research Board prove that the big trucks inflict the damage. A 25,000-pound axle load breaks up roads 6.4 times as fast as an 18,000-pound load. A 44,000-pound axle load causes 12.5 times as much damage as a 22,000-pound load. That should be proof enough.

Now a powerful lobby demands hundreds of millions of dollars for highway improvements. There's no question of the need. But the big trucks haven't yet suggested that they will pay their fair share of the cost—share based on the speed with which they wear out your roads.

They would rather have you go on paying the major share of the cost. That way they can do business and make a profit at your expense.

We believe that the heavy trucking industry should pay its full share of highway building and maintenance. (We pay for our steel highways and pay taxes on them besides.) Then the business of hauling America's freight will go to those doing the best and most economical job. That will save money for everybody.

WATSON A. JOHNSON
President

A Tale of Two Roads

This is a road that serves you every day. It is the public road that takes you where you want to go and brings you things you use.

This is another road that serves you every day. It is the steel highway of the railroads on which trains provide the low-cost mass transportation so essential to America's tremendous agricultural and industrial production. Without railroads, even motor vehicles could not exist and operate.

Association of American Railroads
WASHINGTON, D. C.

You'll enjoy THE RAILROAD HOUR every Monday evening on NBC.

- The public roads—built and maintained by taxes you pay—are designed to take care not only of your automobile but also of the 95 per cent of all motor trucks which are owned by farms and food delivery and industrial use. Due to the care of the other 5 per cent of trucks—the big, heavy highway freighters—roads for trucks more expensive than are needed by the vast majority of highway users.
- On the other hand, railroads—built and maintained at their own expense—are for heavy-duty hauling. These railroads carry—for you and all America—more tons of freight more safely than all other forms of transportation combined, and do it for charges which average less than those of any other form of general transportation.
- And the more freight the railroads carry, the less wear and tear there will be on your public highways—and the less you, as a taxpayer, will have to pay for building and maintaining these highways.

"It's not our hat!"

The Southern Railway doesn't wear the hat for you or for others.

Other forms of commercial transportation use highways, airports and waterways that are built and maintained with your tax dollars—paid back.

But railroads are exempted from this rule. Every penny they spend to build and maintain their own road "highways" comes right out of the taxpayers' pockets—paid back.

Why glad we are out of the "hat" wearing? One. We paid instead of our Southern Railway to the public. Another reason why. And we believe that if there were no tax-exemption in the transportation business, it would be better for you and for all America.

SOUTHERN RAILWAY SYSTEM

ILLINOIS CENTRAL
Main Line of Mid-America

BOX CARS BELONG ON RAILS!

HIGHWAY HAULING CO.

THRIFTIEST road to market!

During this harvest season and all through the year farmers find it hard to market their crops. And there is a special kind of farm-to-market road which is particularly important to farmers—the steel highways of America's railroads.

It is more than 200,000 miles of grain elevators and grain elevators that carry the nation's wheat, corn, soybeans, and other crops to market. And the railroads carry more than 1,000,000,000 bushels of grain each year. For example, And now these railroads are needed and delivered the machinery, the fertilizer, and the other supplies farmers need, and the raw materials and fuel that go into their cooking. Over by all other means of transportation combined, and at a lower average charge than by any other general transportation service.

And the more these steel highways are used for the nation's freight, the less will be the wear and tear of heavy loads on the public highways, and the lower will be the cost to the taxpayers of building and maintaining them.

Association of American Railroads
WASHINGTON, D. C.

You'll enjoy THE RAILROAD HOUR every Monday evening on NBC.

top priority media for getting the anti-trucking story across. This device has a three-fold effect. Such national magazines as *Reader's Digest*, which ran an anti-trucking story a few months back, and others have exceptionally large readerships, some numbering into the millions. The impact of the article is great, but these in turn are used to influence editors and feature writers of newspapers and other magazines to reprint the article, rewrite or to prepare commentaries on the subject matter. The articles are also reprinted by the carload for further distribution. The anti-truck lobbies miss few tricks in the game and overlook few weapons in the arsenal of propaganda.

TESTED TECHNIQUE

To smear and fear, the railroads have applied the oldest and one of the most effective techniques: repetition. The technique of repetition is employed to get over these ideas:

- the trucks are ruining our highways;
- the trucks are getting a free ride on the nation's highways.

These are obviously false premises, but if they are spoken often enough, loud enough and in enough places and through enough media, they will begin to penetrate effectively. This is known as the "Big Lie" technique. As a form of propaganda it was used with extravagant success by the Nazis and is now used by the Communists. The principle is the same: lie, lie, lie, but do it in a big way and do it often and loudly. It is a totalitarian technique applied to the American scene. Propagandists find it easier to mention a few glib statements, put over a fast slogan or a swift wise crack and get it believed than it is to present a thoughtful, truthful, well-reasoned and documented case.

One of the major points of emphasis these days is the Maryland Road Test. The anti-trucking lobby makes exaggerated claims about what the test proves and it is easy

indeed to make a glib case about the test and literally "frame" the trucking industry. A careful and thoughtful analysis will dispose of the fantastic claims made by the railroads. THE INTERNATIONAL TEAMSTER will probably have more to say about this test a little later. In the meantime members would be advised to be very much alert to phony claims by the anti-trucking lobby about this test.

A new approach is being made along the trucking front by the railroad lobby—the use of the "divide and conquer" technique. This method seeks to blame the "big" trucks for the damage while admitting that the "little" trucks do a useful job. This is an effort to divide the industry and pit one type of operator and driver against another.

Two types of publication are carrying on a constant stream of anti-truck propaganda: the railroads' own publications and the railroad union publications. Railroads seek to indoctrinate their own personnel and to make of their employees propagandists in behalf of the rails. The railroad managements have likewise done an effective job of getting the railroad union publications to play an important role in the vicious campaign against trucking. Thus the union magazine readers become also propagandists against trucking, aided and abetted by the editors who pour out the pro-railroad arguments, pictures and cartoons.

The railroad lobby plays roughly and whenever it engages in a fight, it plays for keeps, whether it is in the halls of the United States Congress, a state capitol building, or a meeting of county supervisors.

The railroad pressure boys have been subjected to some of the most stinging criticism ever levelled at lobbyists who seek to influence the course of action in Congress. The story of the tirades against the railroad lobby is too long to relate here, but a few quotes may help to shed light on the opinion of this breed of influence wielders. Here are a pair

of quotations made this year—1952—by members of both parties in the United States Senate:

Senator George D. Aiken (Rep., Vt.): "They (the railroads) not only advertise, but the railroad association hires agents to work for them who can do them some good by contacting persons in authority. They place full-page advertisements in virtually every newspaper and magazine in the United States, and the advertising campaign has been going on for months. No one knows what the campaigns cost."

Senator Hubert Humphrey (Dem., Minn.): "... the railroad lobby is a powerful organization whose constituent elements reach into every major voting district in the nation."

'DAMNED OUTRAGE'

Senator Charles W. Tobey (Rep., N. H.) paid his respects to the railroad lobby when he was questioning a witness up for confirmation on the Interstate Commerce Commission. Said the Senator: "I might say to you—and I feel very earnest about this—when we started these hearings with you on your nomination, I was assigned the job of asking you these questions and I tried to do the best I could. What I am getting at is while these things are going on, down to Washington comes an emissary from the Association of American Railroads and proceeds to try to stop my asking any more questions. He sees the chairman of the committee and says, 'Call Tobey off.' I don't like it. It is un-American and it ought to be stopped, these powerful interests, whether railroads or hodcarriers, I don't care who they are, who come down to try to interfere with the ordinary process of the Senate's work. It is a damned outrage."

And so the story goes—it's a continued story and the anti-truck lobby adds a new installment every week. The industry—owners, operators, drivers, and all who make a living from the industry—have only one alternative: fight back.

Setbacks in the States

(Continued from page 10)

the rank and file of labor from its officials. The advertising campaign was a vicious one and pulled out all the emotional stops in an effort to win support for passage of the proposition.

The patriotic theme keynoted much of the advertising. A cross over a GI grave in Korea, pictured with a helmet hanging on the cross, was featured in an advertisement which said: "Why die for freedom over there and lose it over here?" The copy seeks to align opponents of the law (organized labor) with the enemies of freedom.

Another display advertisement pictures a row of crosses over graves in a military cemetery with a scroll (the U. S. Constitution) with the caption "America's Bill of Rights" and indicating that those for the right to work bill are for the Constitution and those against it are against it.

The high or the low in anti-union propaganda appeared in a display feature drawings of a rugged workman representing labor and a happy mother holding her child. This advertisement in its headline said "The Coat and Pants do ALL the Work and VEST gets all the Gravy." The text of the ad really does a job on union officials. Some of the copy reads:

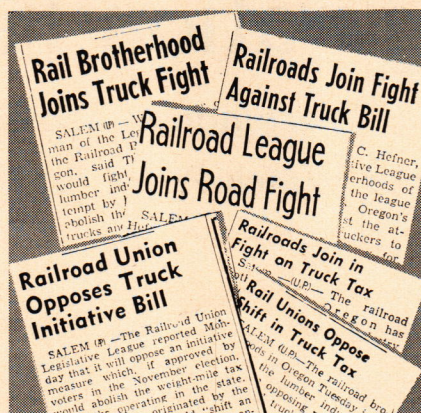
"I am a laboring man.

"For many years, it has been told me that I needed protection from my employer—the man who signs my pay check and makes the deposits that enable me to cash it.

"More recently, I've suspected that I also need protection from the Union Boss who pretends to be my protector. . . .

"Who is going to protect me . . . my job . . . my earnings . . . my right to work . . . ?

"The only person left who's strong enough is YOU, a typical citizen of the State of Nevada; my



HEADLINES from Oregon newspapers refute claim railroads and rail organizations were "staying out" of truck tax fight.

neighbor, the man with the big lever called a VOTE!

"ALL I'm asking really is the right to use my own ideas again.

"If I want to join a union—or stay in a union—I want the guarantee that I can do that . . . and still work . . . and still take a pay check to my wife and kiddies."

"If I do not want to join a union—or stay in a union—I want the same guarantee that I can work for any employer in Nevada who needs my services . . . and still take a pay check home to my wife and children—a check for the same amount of money.

"It's as simple as that!

"All the Labor Boss's smoke screen about 'wages . . . collective bargaining . . . loss of union privileges' THOSE THINGS ARE ALREADY GUARANTEED ME BY THE NEVADA AND FEDERAL LAW.

"(But the stop-gap Nevada right-to-work law—Senate Bill 79, passed in March, 1951, is threatened with a repeal attempt by the Labor Bosses.)"

More of the same copy continues with the final kicker:

"I'm asking for only what we're fighting to give Korean prisoners. . . . THE RIGHT TO SAY WHETHER WE PREFER TO BELONG OR NOT TO BELONG!"

All of the advertisements were "published as a public service" by the Nevada Citizens Committee. The advertising campaign was part of the vicious propaganda drive against labor to win adoption of what has been called a "little Taft-Hartley bill."

What labor fears is that the action in Nevada and Arizona may foreshadow other action by states against labor—action which will bring home to working people the importance of vigilance on the entire legislative front.

Miss Ann Watkins Marries Attorney

Miss Ann Watkins, secretary to General President Dave Beck from the days when he was an organizer, is to be married to Leo Kotin, an official in the government mediation and Conciliation service.



Miss Watkins

After the ceremony in Los Angeles, the couple plan to go to Washington D. C., where Mr.

Kotin will occupy a higher post in the mediation and conciliation service. He has served as a commissioner in the service for a number of years and also is a former chief of the Regional Wage Stabilization Board in Seattle.

Miss Watkins is a popular and widely-known person in the Seattle area. As secretary to President Beck for twenty-five years, she has become acquainted with hundreds of leaders in industry, government and labor.

The soft, familiar answer, "Miss Watkins speaking," has become synonymous with Dave Beck's office to those telephoning the Seattle office.

While Miss Watkins is leaving the Seattle she loves she is not leaving the Teamsters' Union she loves. In Washington, she will still be working for President Beck, in the new national Teamsters' office he plans to open in the nation's capital soon.

Inauguration Fever

Every Four Years It Strikes Washington, Leaving

Behind Stories Which Prove Presidents Are Human, Too

THE tenant of 1600 Pennsylvania Avenue, N. W., Washington, D. C., has an indoor swimming pool, a private bowling alley and a half dozen "sitting rooms" for entertaining. On a summer evening he can retire to a second-floor balcony conceived by an ex-haberdasher named Harry Truman and watch traffic lights twinkle around the Washington Monument.

Ah ha, you say, this is the life of Riley (or the life of Eisenhower, to be more timely). But before you order campaign buttons and banners and try for a four-year lease on the White House there are a few minor inconveniences you ought to take into consideration—such as a flock of Secret Service men at your heels twenty-four hours a day, an endless procession of job hunters hounding you and hating you if you don't deliver, and, of course, the health-breaking work connected with the job of being President of the greatest democracy in the world.

For the thirty-two Americans who have held this high post, Inauguration Day has meant the beginning of a period of triumph and travail.

Inauguration Days of the past have been solemn events, but they have not been without humor and interesting side stories.

Dwight D. Eisenhower, the nation's thirty-fourth President, for example, will not be able to enjoy the luxurious freedom which John Tyler demanded when he went to the White House in 1841. Tyler decreed that the White House grounds would be open to the public and waved

away police guards. While President, he frequently could be seen around the White House grounds on "Old Whitey," an aged but favorite horse of the tenth chief executive.

General Eisenhower, by contrast, will be guarded by a small battalion of Secret Service men and White House police and will be lucky if he can sneak away to Burning Tree Country Club for an occasional 18 holes of golf.

Many of us have grown up with the idea that George Washington was a rich man, but the fact is he had to borrow \$3,000 to make the trip to New York City to be sworn in as the nation's first President. It took Washington two weeks to make the trip from Mount Vernon. Crowds cheered him along the way, and many of them thought he was going to be crowned king.

When the time came for Wash-

ington to take the oath on the balcony of the Federal Building overlooking Broad Street, a Bible could not be found. The ceremonies were help up for half an hour while a messenger fetched one from a nearby building.

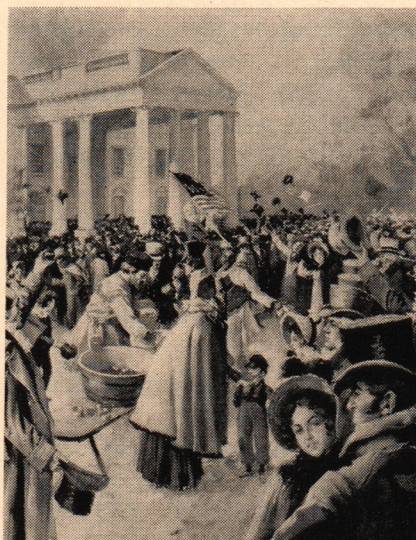
The second President, John Adams, was inaugurated in Philadelphia. He received little attention during the big event; the crowds still paid homage to Washington.

Adams and his wife, Abigail, were the first "first family" to live in the White House, which might be a choice piece of real estate today but evidently was no prize when they moved in. Abigail wrote a friend that the Executive Mansion was in a deserted forestland and "surrounded with forests, can you believe that wood is not to be had, because people cannot be found to cart it." It was a cold winter for the Adamses.

Thomas Jefferson was the first President inaugurated in Washington. Simplicity marked his swearing in, but there is no evidence to support the rumor that he rode horseback alone to his own inauguration.

After James Monroe was inaugurated as the fifth President he found himself homeless. The Executive Mansion was in a mess from the visit of the British during the War of 1812. Congress took a look at the stained and scorched walls and ordered them painted white, and it's been called the White House ever since.

The ink had barely dried on the Inauguration Program before Martin



LEMONADE and punch flowed freely on White House Lawn during Jackson fete.

Van Buren, the son of a tavern keeper and the eighth President, incurred public disfavor because of his luxurious tastes. Word got around that as soon as he reached the White House, Van Buren had a billiard table installed and ordered gold spoons for the Presidential table.

Andrew Jackson, who preceded Van Buren, had the noisiest, rip-roaringest inauguration of them all. Jackson was the champion of the common people, and they came from near and far to see their hero take over the White House.

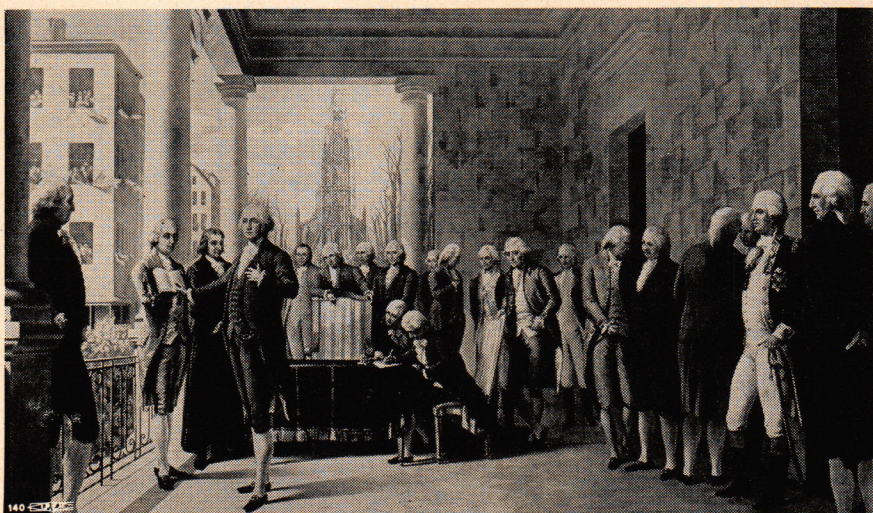
So dense were the crowds in Washington, the 60-year-old hero of the Battle of New Orleans had to jump a fence to get to the Capitol grounds for the ceremonies.

In the post-inauguration festivities at the White House bedlam broke loose. Muddy-booted frontiersmen stood on the damask-covered chairs and sofas in the elegant rooms where Dolly Madison once had entertained so royally. Punch and lemonade were spilled over the thick carpeting, women fainted and rough and tumble male guests were seen walking around with bloodied noses. Finally, somebody moved tubs filled with high-powered punch out onto the White House lawn, and the crowds drifted after the bait. Surveying the wake of the human hurricane, frazzled White House aides estimated the celebration had cost taxpayers several thousands of dollars in broken glass and china ware.

Jackson's wife, Emily, suffered through the demonstration with a runny nose. She had caught cold on the steamboat which had brought them to Washington.

John Quincy Adams, whom Jackson succeeded, refused to attend the inauguration. He was riding in the woods when he heard the cannon salute which signalled that he no longer was President. John Q. snorted, booted his horse and went on his way.

The famous Abraham Lincoln beard was grown shortly before his



GEORGE WASHINGTON takes oath as first President on balcony of Federal Building in New York. Many thought Washington was to be crowned "king." He borrowed money to make trip to inauguration.



WOODROW WILSON takes oath as twenty-eighth President. Nation acclaimed man who had "kept them out of war," but a few months later, America was in World War I. Wilson championed League of Nations.



HARRY TRUMAN and Alben Barkley on the victorious ride down Pennsylvania Avenue. They won on Democratic ticket despite woeful predictions of the experts. In Truman regime, the White House was remodeled.

inauguration. A little girl is said to have written Lincoln and begged him to grow a beard because she thought it would improve his looks. On his way to Washington to take office, Lincoln stopped off in New York and called for the little girl. He told her, "You see, Grace, I have let these whiskers grow for you," then kissed the little lass. The unsentimental newspapers ridiculed this gesture, one of them headlining, "Old Abe Kissed by Pretty Girl."

The day in 1841 when William Henry Harrison was sworn in was cold and rainy, but the "hero of Tippecanoe" insisted on making the trip down Pennsylvania Avenue hatless and coatless. This bravado brought on a cold from which he never recovered, and he died less than two months after taking office.

Milestones along the march of science have been marked on inauguration days. Garfield's inauguration was the first to have electric lights; Harding was the first to use an automobile for the trip to the Capitol ceremonies. Coolidge's inaugural address was the first to be broadcast, and Truman's inauguration was the first to be televised.

All participants in Inauguration Day celebrations have not been carried away by excitement. Woodrow Wilson vetoed the traditional Inauguration Ball to the shock of Washington society. He didn't like such affairs and, besides, figured it would cost too much to clear out furniture from the Pension House to hold the shindig. And, Charles Taft, defeated a few weeks ago in the election for governor of Ohio, was not so impressed with the prospect of hearing the Inaugural Address of his father, William Howard Taft. Charlie took along a copy of "Treasure Island" to read in case the speech got dull. President Taft said later he considered it one of his greatest compliments that the boy did not find it necessary to open the book.

Yes, it'll be a great day January 20 for Ike and Mamie.

There won't be any standing in

Support Your Journal

Forty-Five Years as Editor Brought Both

Praise and Criticism and Chance for Service

By DANIEL J. TOBIN, General President Emeritus

I HAVE received several letters from our membership relative to our monthly JOURNAL—THE TEAMSTER. Some contain many expressions of good will and also expressions at my resigning as the Editor.

The Editorship comes under the heading of "duties of General President," who, after the first of December, will be Dave Beck, and letters to him should be addressed to the Teamsters' office in Washington, D. C., 438 Bowen Building, 821 15th St., N. W. Please keep this in mind.

Thanks to the many writers who have said the kind words about my services as Editor during the past 45 years. I have only done what I should have done, in accordance with my duties as General President and Editor.

I have also received, during those years, many discouraging, critical letters. This is to be expected. Whatever you desire to call it, either a weakness or a quality based on my judgment, I always wrote the facts as I saw them. During those years, I also hired other writers who had considerable experience in newspaper work. In nearly every instance, I was involved in trouble because of their method of writing. While Editor of the JOURNAL, I never had a lawsuit against the International Union, or against me, because I did not subject either myself or the International to lawsuits or libel. Thanks a million for your cooperation and helpfulness, my friends and members, and for your kindness in

withholding your thoughts when my writings displeased you. Be assured that we have made progress beyond expectation and some credit belongs to the TEAMSTER and the articles it contained. When I first took office and became Editor in October, 1907, our circulation was then 26,000 per month. Our circulation now runs into almost the million mark. In those first years, the TEAMSTER was mailed to the office of the local union. Very often, copies were used to light the stove in the morning. I changed all that, and although the cost is considerably more, the TEAMSTER has been mailed to the home of the member, without cost of any kind. Our correction list on addresses has been so thoroughly improved by our printer in Washington, that we have very few returns as a result of members moving around. Remember, always send in your change of address to:

The International Teamster
Mailing List Dept.
806-16 Rhode Island Ave., N. E.
Washington 18, D. C.

Again, thanks for your cooperation and please carry on the same policy during the coming years, in order to help the new General President and Editor, Dave Beck. I will help, whenever called on by Dave. Be assured my health is in fine shape. I just had a general health check-up. I want to write, travel, and rest—and again, I say I want to see the picture go by and help without suggesting or dictating. You must—you will "carry on."

chairs in the East Room or punch on the White House lawn and if it's raining, Ike will probably wear his hat, but it will be a memorable day for the first couple of the land.

And, Americans in every city and hamlet will join in wishing them a happy four years at the freshly-re-modeled bungalow at 1600 Pennsylvania Avenue.

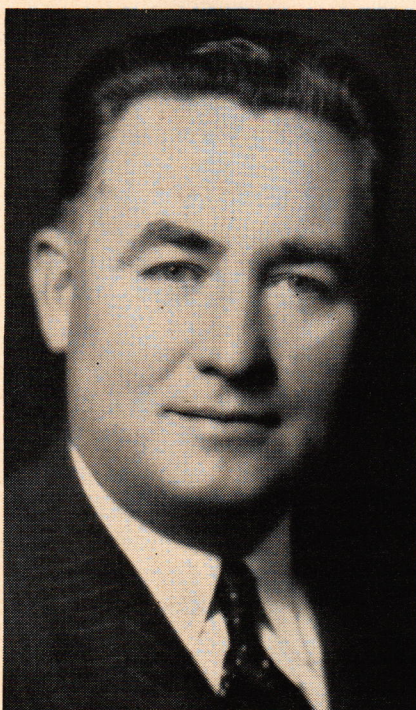
Appointment of Martin Durkin To Labor Post Lauded by Beck

MARTIN P. DURKIN has been designated by President-elect Dwight D. Eisenhower as Secretary of Labor. He was named by the new President December 1 and will take office when his nomination is formally sent to Congress and is confirmed by that body.

Mr. Durkin has been president since 1943 of the United Association of Apprentices and Journeymen of the Plumbing and Pipe Fitting Industry. He is also a vice president of the Building & Construction Trades Department of the American Federation of Labor.

The appointment of Mr. Durkin drew high praise from General President Dave Beck as soon as the designation was made public by the President-elect. President Beck in commenting on the appointment said:

"General Eisenhower is to be commended highly for his outstandingly fine appointment of Martin Durkin to be the new Secretary of Labor. Nothing he could have done would have more convincingly proved that the new President means to be fair to labor and will not be hamstrung by reactionary thinking from any quarter. The appointment is an excellent one and the designation of Mr. Durkin should be a strong addition to the new President's cabinet. The fact that General Eisenhower took from the ranks of labor a practical man with experience in labor affairs as well as public administration is proof that the President-elect realizes the importance of having someone familiar with labor problems and experienced in meeting them. I am certain that General Eisenhower will never have cause to regret his appointment. The International Brotherhood of Teamsters pledges the new Secretary its complete cooperation and support."



MARTIN DURKIN

The appointment of Mr. Durkin came somewhat as a surprise both to the ranks of labor and to the public generally since his name had not figured in any of the speculation which had been made previous to the announcement. Mr. Durkin has been an outspoken foe of the Taft-Hartley and other repressive measures and few would have thought that a Republican administration would have named him to the important office of Secretary of Labor.

The new Secretary of Labor will bring to the cabinet post a wealth of experience in both trade union fields and in public affairs. Born March 18, 1894, Martin Durkin went to school and served his apprenticeship in Chicago, Ill. In 1911 he was initiated as a Steam Fitter's Helper in Local 4. He worked at the steam fitting trade until the beginning of World War I.

The Secretary-designate served in the Thirty-second Field Artillery 22 months in the United States and

overseas. After the war he returned to his trade and was soon elected assistant business manager of his local. He served in this capacity until he became an international officer of the United Association.

In 1927 he was elected vice president of the Chicago Building Trades Council and was also named to serve as a member of the Arbitration Board of the Council. The board settled jurisdictional problems between trades and between employers and craftsmen in the building industry.

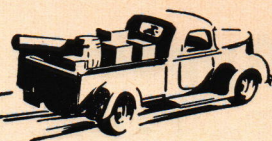
Upon the election of Governor Henry Horner in 1933 Mr. Durkin was appointed director of the Illinois Department of Labor. He served until 1941 on leave of absence from his local union. The tenure of Mr. Durkin in the state labor post was marked with outstanding achievement. He organized progressive procedures in the department and inaugurated a training school for factory inspectors. He sought ways and means of preventing crippling injuries to workers.

Taking a strong interest in the fate of the unemployed worker, Mr. Durkin developed a strong Division of Placement and Unemployment Compensation, third largest of its kind in the country. The Illinois unemployment compensation act is regarded as one of the best in the nation.

In 1939 Mr. Durkin was elected president of the International Association of Government Labor officials.

In 1941 the United Association's general executive board named the Illinois man to the post of general secretary-treasurer, an office he filled until 1943. He was named president in 1943 upon the death of the organization's president. The United Association convention elected Mr. Durkin to succeed himself in 1946 and again in 1952. He has served as member of the National War Labor Board and has been active as an adviser to state and Federal departments of government.

SHORT HAULS



Support Christmas Drive

Local No. 223 of Portland once again is sponsoring a canned goods drive to aid needy families at Christmas time. Local Secretary Ed S. Davis has urged members to give full support to the campaign, conducted in cooperation with the Sunshine Division of the Portland Police Department.

Confusion and More

CIO raiding band in Baltimore, Md., has succeeded in persuading city officials to conduct an "election" to see if the Sanitation Department employees want an election for union representation.

If this sounds like confusion, it sounds correct, according to Thomas J. Healy, president of Joint Council 62. The employees presently are represented by Municipal Employees' Local No. 825, but the CIO raiders have been trying to get a foot in the door.

"This is actually going to be an election to decide whether or not you want an election," Healy told Local No. 825 members.

He urged them to vote against the CIO-inspired election.

Busy Month in Mobile

More than fifteen contracts were due to be re-negotiated during November by Local No. 991, Mobile, Ala. Three hundred members were present to hear plans for the busy "contract season" discussed by Morris Alpert, business manager and financial secretary-treasurer. The meeting reelected Alpert to a five-year term by acclamation.

Gains in Michigan

Teamsters in Michigan have made substantial gains as a result of two rulings by the Wage Stabilization Board. One ruling will give 6,300 drivers and warehousemen affiliated

with four Detroit employer associations double time and a half for work on holidays.

A second ruling permits a reduction in the workweek, without loss of pay, for 7,000 members employed by Michigan cartage firms. Outstate drivers had their week reduced from 50 to 45 hours, while Detroit-Pontiac Teamsters had theirs lowered to 42½.

The Feminine Touch

The wife of a retired Teamster, campaigning on a liberal platform, upset an anti-labor Congressman in Idaho's First Congressional District.



Attractive Mrs. Gracie Pfost, a Democrat, beat Rep. John Travers Wood, despite Eisenhower's sweep of her state. Her husband, John Pfost, is a retired mechanic and holds a withdrawal card in the Teamsters' Union.

Mrs. Pfost told the voters she would work for repeal of the Taft-Hartley Act and would support efforts to establish peace through the United Nations. She also favors federal power development and a higher minimum wage.

Born on a farm, Mrs. Pfost has been a chemist and served a number of years as deputy county clerk and country treasurer.

Record Catch

A 49-pound yellowtail—second largest catch of a fish of that type this season—was landed by Business Agent W. E. Bombardier of Local No. 117, Seattle, Wash., during a fishing trip off Catalina Island. Bombardier decided to try his luck

after the International convention in Los Angeles ended.

Happy Birthday!

"What do you think this is, your birthday? Why weren't you at work yesterday?" Might be a question posed to a Teamster local members in Erie, Pa.

Such a question would be out of order for Local No. 397 signed a contract recently giving the members a day off as a holiday on their birthday. The holiday-with-pay was one of several benefits won by the union.

Such a provision is a little unusual, but by no means rare, according to the industrial analysis section of the Department of Labor's Bureau of Labor Statistics.

Organ for the Blind

The Portland Joint Council of Teamsters got word recently that an organ was needed by the State School for the Blind in Oregon. The Joint Council raised \$2,000 quickly, and the school now has its organ.

Ruso Dispute Settled

The four-year dispute between the Cannery Workers and the A. L. Ruso Company, Watsonville, Calif., has been settled, according to information from Anthony Morris, president, and Lewis C. Harkins, secretary, of the National Cannery Conference. Teamster Local No. 912 recently won an NLRB election and a union contract is in effect.

Harkins and Pete Andrade, conference representative praised Louis Ruso, Jr. and Phil Boyle, company attorney, for their attitude in final settlement of the dispute. Full cooperation was given the cannery people by the Miscellaneous Conference. The company is now entitled to union patronage, writes Harkins.

Half Century of Progress



At fiftieth anniversary celebration, Peter Hoban is honored by 1,500 members and guests of Local No. 753, Milk Wagon Drivers, Chicago, Ill. Outstanding tributes were paid Hoban, who leads union which has had contracts with Chicago dairies for past half century. Left to right: Thomas Haggerty, secretary of Local No. 753; Frank F. Koban, only surviving charter member, who still delivers milk in Chicago area, and Peter J. Hoban, president of Local No. 753.

A half century of successful activity in behalf of Chicago milk drivers was celebrated recently at a golden anniversary banquet for Milk Wagon Drivers' Local No. 753. Guest of honor and recipient of high tributes was Peter J. Hoban, president of the local.

More than 1,500 persons gathered in the grand ballroom of the Conrad Hilton Hotel to pay respects to a fighting union and its president.

For fifty years—an era which saw the horse-drawn wagons replaced by modern trucks—the local union has bargained successfully with every dairy in Chicago. Working conditions have been improved at every turn. Today, members of Local No. 753 are protected by severance pay clauses, a pension plan, health and welfare benefits. They have a five-day, 40-hour week and earn a decent wage—all because Local No. 753 and its pioneering leaders have never been satisfied to see the wheels of progress stop.

Peter Hoban entered Local No. 753 in 1929, became its recording secretary 10 years later. He was named vice president in 1942 and when President James Kennedy died in 1951, was elevated to the presidency.

William A. Lee, president of the Chicago Federation of Labor, paid this tribute to Hoban:

"Well informed, eloquent, sincere—Pete Hoban will meet with a handful of frightened people anxious to form a union—and they'll come away inspired to action. And Pete can electrify thousands at a political rally or strike meeting."

Support for 'Crusade'

Kentucky labor is pitching in to help the Crusade for Freedom raise 100,000 in its state.

The state federation of labor has appointed area directors to coordinate the AFL's fund-raising efforts in support of the "Crusade" in the Blue Grass State.

No Santa in Vending

(Continued from page 9)

—beware of tie-in phrases by the promoter who infers that he deals with nationally known and reputable concerns such as Wrigley, Hershey and other well known concerns.

—the advertisement nearly always emphatically mentions the investment requirement—no investment available, no interest by the promoter.

These are some of the benchmarks of the quick-money promoter. And buyers should beware of the contract. The contract signed is designed to relieve the firm he represents of any possible recourse. The promoter is selling a machine and wants to make a quick sale at a profit and be on his way.

An industry which is showing the remarkable growth that automatic merchandising enjoys may be expected to attract quick money artists. The so-called "bad apples" are spoiling the good in this industry, according to the Better Business Bureau. Honest manufacturers and honest distributors recognize the value of automatic merchandising and want to see it grow and prosper on the basis of the service and convenience it provides. The reputable people in the industry are just as eager as the Better Business Bureau to protect the good name and reputations of legitimate dealers and manufacturers who operate strictly on the level.

Teamsters have a stake in the efforts by the three-man committee and by others who are seeking to curb the practices of the unscrupulous promoters. Dissatisfied machine owners make poor prospects for service and a deep suspicion about vending machine in general cannot help but impair labor relations as well as progress in the industry. Teamsters in the highly organized areas are aware of the legitimate operators and the sharpies, and they, through their observation and experience, seek to warn others against fast-talking promoters.

Relax WITH US

Silent Night

Aunt Nellie: "Well, Bobby, did you see Santa Claus last Christmas?"

Bobby: "No, auntie. It was too dark to see him, but I heard what he said when he knocked his toe against the bedpost."

★

Roughing It

Golfer (far off in the rough): "Say, caddy, why do you keep looking at your watch?"

Caddy: "It isn't a watch, sir; it's a compass."

★

Well Pleased

"Did father seem pleased when you told him of the \$2,000 you have saved?" asked the newly engaged girl of her fiancé.

"Very!" was the reply. "He borrowed it!"

★

Off the Beat

Judge: "What's the charge against this man, officer?"

Officer: "Vagrancy, your honor. He was loafing around a street corner all the afternoon."

Judge: "Ah, impersonating an officer; 30 days in jail."

★

To Be Refilled

"Well, I do say," said the dear little lady upon tasting her first glass of beer. "It tastes like the medicine my husband has been taking for the last 30 years."

★

Careless Love

Patricia: "I must tell you, darling. I'm engaged to Frank."

Felicia: "I'm not surprised, dear. When I turned him down last week he said he didn't care what became of him."

★

Guy Goad

Gal: "Sometimes my father takes things apart just to see why they don't go."

Guy: "So what?"

Gal: "So why don't you go."

★

Dice for Glory!

"My brother has 12 medals. He won 'em in the war."

"Gee, he musta been some sharp-shooter."

"Nope. He was a great crapshooter!"

Navy News

"Is Jack conceited?"

"Is he conceited? Why he joined the Navy to let the world see him!"

★

You Phemistically?

A man went into a neighborhood pub optimistically.

Three hours later he came out misty optically.

★

First Aid

First Neighbor: "How did that naughty little boy of yours get hurt?"

Second Ditto: "That good little boy of yours hit him with a brick."

★

Yell 'Uncle'!

Vet: "Where I made my big mistake was in telling my girl about my rich uncle."

Other Vet: "How come?"

Vet: "She's my aunt now."

★

Meddling Preacher

While the preacher berated all kinds of sin, Aunt Lucy punctuated his sermon frequently with, "Amen . . . praise d' Lawd." She echoed his disapproval of lying, card playing, dice, and drinking.

When the preacher turned his denunciation upon petty gossip, Aunt Lucy eased back into the pew and muttered: "Now he's done quit preachin' and started to meddlin'."

★

A Fair Proposal

Pupil: "Dad promised me a quarter if I got good marks in arithmetic."

Teacher: "Well! What are you doing about it?"

Pupil: "Give me good marks and we share the quarter."

This Is No Joke!

A number of readers have written objections because "Relax With Us" and "What's New?" were omitted from recent issues.

At times, jokes and new products of interest to Teamsters had to be set aside for more important discussion. But, the editors like a laugh and information of the trade as well as you, and "Relax With Us" and "What's New?" will be on these pages at every possible opportunity.

Good Old Days

As a married couple reminisced, the husband remarked, "By the way, wonder whatever became of the old-fashioned girls who fainted when a man kissed them?"

His wife gave him a withering look. "What I'd like to know," she retorted, "is what happened to the old-fashioned men who made them faint."

★

Upside-Down Cake

The chorus girl was telling the other girls in the dressing room all about her birthday party.

"You should have seen the cake," she told her companions. "It was marvelous. There were 17 candles on it—one for each year."

There was a disbelieving silence for a moment or two, then her best friend smiled. "Seventeen candles, eh?" she purred. "What did you do—burn them at both ends?"

★

Last Laugh

Srb: "My wife has been nursing a grouch all week."

Mdvani: "Been laid up, have you?"

★

Point of View

"Father, what is diplomacy?"

"Diplomacy, my boy," answered father, "can be defined as lying in state."

★

Demand a Recount!

The politician who can be bought sooner or later gives himself away.

★

Texas Tale

"Tell me, to what do you attribute your remarkable longevity?"

The Texan thought for a moment and then he spoke gravely.

"Well," he replied, "I never stole a horse and I never called a man a liar to his face."

★

Order Beans

"Dear Bob:

"Four years ago my husband went to get some steak sauce and never returned. What should I do?"

Answer: "Try using tomato catsup."

★

Two Can Live

Dad: "But you can't marry him, dear. He earns only \$25 a week."

Daughter: "Yes, but when you're in love, a week passes so quickly."

★

Watered Down

Marilyn: "Why are you wearing your socks inside out?"

Wayne: "My feet were hot, and mother told me to turn the hose on them."

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, December, 1902)

MERRY CHRISTMAS

Greeting!—The Journal wishes all its readers a Merry Christmas and a Happy and Prosperous New Year. The past year has marked an episode in the history of the Team Drivers' International Union that augurs well for the ultimate success of our movement. In the majority of cases success has attended our efforts for better working conditions for our members and the outlook for the future could not be more roseate. To attain our desired ends absolute harmony and persistent co-operation are absolutely necessary. If there exists any personal animosity between members of locals, the beginning of the new year is a good time to stamp it out. Do not let personalities interfere with the progress of the movement. The slogan of every member of the Team Drivers' International Union from this day forward should be to engage actively in increasing the membership of his local. Let every man become a committee to forward the cause of the organization. When you meet a teamster who does not belong to our union, talk to him and urge him to join it. Be persistent in your efforts and you will finally meet with success.

THE LIGHT FANTASTIC

Correspondent N. A. Keene writes from Charlestown, Mass., an interesting letter, telling of a ball given by Local No. 171, of that city, on December 3rd.



The affair proved a great success, social as well as financial. Brother Keene says that all the help employed at the ball were union men; no scab musicians or scab waiters were wanted. The neatest souvenir received at headquarters in some time was the iceman's ball souvenir.

RAPID STRIDES IN VANCOUVER

Local No. 409, of Vancouver, British Columbia, through its correspondent, John Y. Seeds, makes a very interesting report. More than 200 teamsters are already members of the union and candidates are being initiated every meeting night. Every member of the union is doing his best to forward its interests, and trade conditions are very favorable.

TORONTO IS BOOMING

Nothing slow about Toronto Local No. 495. Although not long organized, this union has 130 members in good standing and they are all good union men. On the evening of December 10th, the union held a grand entertainment, consisting of a concert, supper and ball, which was largely attended. The affair proved a financial as well as a social success.

SOUTH NORWALK STRIKE

Local No. 293, of South Norwalk, Conn., went out on November 1st for the purpose of obtaining better trade conditions. Organizer Orin J. Stockford, of Hartford, was on hand to assist the local, and vigorous action was immediately instituted. Many of the employers agreed to the demands of the union, while the men whose employers refused to sign the contract have obtained employment elsewhere. The delinquent employers have been placed on the unfair list. The International Union paid benefits to the local during the trouble. The locals of South Norwalk deserve credit from all trades unions for the able financial and moral support they gave our brothers when in trouble.

MAYOR ARBITRATES

Retail Delivery Drivers' Union No. 278, of San Francisco, had some trouble early in December which, we think, will have blown over by the time the Journal reaches its readers. On December 11th, 36 members of the local went on strike. They were employed at the "Emporium." On December 13th, the men returned to work and the difficulties were submitted to Mayor Schmitz for arbitration.

BAND TOGETHER

Hackmen's Local No. 126, of Boston, Mass., inaugurated a strike on November 16th against the Cummings Brothers Livery Co., of that city. Fifteen men were affected and they have regularly

received strike benefits from International Headquarters. First Vice-President P. J. O'Toole is looking after the interests of the local. Mr. Cummings has signified



his willingness to reinstate the men individually, but says he will not recognize the union. The men are sticking together and we expect that they will eventually meet with success.

ENLIGHTENED PROGRESS

Round Freight Teamsters', Loaders' and Helpers' Union No. 89, of New Orleans, went out on strike on December 8th for the purpose of improving their conditions. Delegate Chris O'Neill, of Buffalo, who had been a delegate to the A. F. of L. convention in New Orleans, was on hand to take charge of the trouble for the local. He made efforts to meet the employers and succeeded in having 14 concerns sign a contract and expects to have the whole situation adjusted in the near future. Some of the New Orleans employers affected by the strike descended to the lowest methods in order to have the organized white trades union men of New Orleans take away their support from the local on strike on the ground of race prejudice, many of the members of the local being colored men. These efforts met with the results that they deserved. The day is past when race prejudice can be aroused in this manner. The white and the colored men have become brothers in the cause of better wages and better working conditions through their accepted obligation. Any fair-minded, honest white man, be he from the North or South, gladly welcomes the day when the colored man stands shoulder to shoulder with him in the great march of human and enlightened progress.

If you work for a man in heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, think well of him and stand by him and the institution he represents.

So long as you are a part of an institution, do not condemn it, when you disparage the concern which you are a part of, you disparage yourself.

ELBERT HUBBARD

